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(Incorporated in Hong Kong.)

The China Mail

ESTABLISHED 1845

Library, Supreme Court

TO-DAY'S DOLLAR — The
closing rate of the dollar on
demand, to-day was 1/4- 1/8.

BUILT FOR THE JOB
DINOP
Local Branch, Pedder Bldg. Tel. 24554.

No. 27,743

HONG KONG, THURSDAY, MARCH 12, 1931.

PRICE \$3.00 Per Month.

"CHAMPIONS" IN POLICE COURT.

Demonstration of Race
Games.

HELD TO BE LOTTERIES.

The well of the Second Police Court was this morning transformed into a miniature race course, in connection with several gambling cases which were brought before Mr. E. H. Williams, Detective-Sergeant MacDonnell presiding. The course, set out on a large board, was placed on a table, and his Worship showed great interest when a constable manipulated a race. Four metal horses, with riders, were started, and by means of turning a handle at one end of the board, the race was run.

Cigarettes for Winners.

Three Chinese appeared before his Worship and the first was charged with keeping a gambling house at 148, Hollywood Road, and, secondly, with retailing cigarettes without a licence. The latter charge, along with one of gambling, was preferred against the second and third accused. One absented himself and had his bail of \$300 returned.

Sergeant MacDonnell said that in this case the Police raided a shop at 9 p.m. yesterday. The race horse game was owned by fourth accused, and first accused rented certain portions of the floor for the game. Second accused was assisting in the game, but did not gamble. His Worship accordingly discharged him.

Impossible to Win.

An explanation of the game was given by Inspector Shannon, who stated that the gamblers backed on five characters, four of which were pulled by four horses. The character was selected by the banker. At the end of the race, the banker drew out a sheet of paper and the character appearing on it won. When the drawing was over the next race commenced and so it went on. In several cases it was impossible to win because one might select a word which may form an incorrect sentence, and the character that won is thus no good. Mr. Leung, of the Magistracy, had told him that some of the words had no meaning and that some of the winning numbers were even wrong. Some of the characters were classics, but the majority of the characters were taken from simple words.

Sergeant MacDonnell intimated that 140 packets and 28 tins of "Hundred Sparrows" cigarettes were seized.

He explained that packets of cigarettes were given as prizes. The place was a tea shop and on the ground floor.

Inspector Shannon stated that in the ordinary course of events these people went from place to place and took the cigarettes with them.

Sergeant MacDonnell informed his Worship that \$99.72, comprising ten cent, five cent and one cent pieces, were picked up.

His Worship fined first accused \$75 on the first count, and \$15 on the charge of selling cigarettes without a permit. Fourth accused was fined \$3 for gambling, and his Worship ordered the confiscation of the cigarettes, and the money.

Chances Against Players.

In the second case, three Chinese were charged. The first admitted the possession of a race course game, and the other two pleaded guilty to gambling, but one was subsequently discharged.

Inspector Shannon explained that the game was a lottery, and that the chances were against the player. The horses were numbered 1, 2, 3, and 4, and the players backed their favourites. A handle was manipulated and a third man handed a packet of cigarettes to the winner. There was a banker. It was not a game of skill, but a game of chance. He (the Inspector) had watched the game for an hour, and had not seen the same horse win two races, nor was there ever a dead heat!

First accused explained that the bankers paid two cents, and the winner was given a packet of cigarettes.

Commission for Banker.

His Worship—If five people

JAPANESE PREMIER MAY RESIGN.

Not Strong Enough to
Face Arduous Duties.

ADVISED TO WITHDRAW.

Tokyo, Yesterday.
The apparent failure of Mr. Hamaguchi sufficiently to recover his strength to face the arduous duties of the Premiership is given prominence in the vernacular papers this morning. The strain of listening to the interpellations in the Diet yesterday was too much for Mr. Hamaguchi, who had to withdraw without replying. On his physician's advice he is resting at his official residence to-day, and is not attending the Diet.

The Asahi reports that a Minseito emissary is visiting Mr. Wakatsuki, apparently for the purpose of enquiring whether he is prepared to accept the Premiership in the event of Mr. Hamaguchi resigning.—Reuter.

Mr. Hamaguchi was recently fired at by an assassin whilst leaving the Diet and was for several weeks in a serious condition.

INDIAN BOYCOTT. PRESENT STOCKS OF FOREIGN CLOTH TO BE SOLD.

MARKET NOT CLOSED.

Bombay, Yesterday.
It is officially stated that Muljietha Market will not be closed for the week. Only a few shops closed yesterday, and the Market remains open with a view to disposing of the existing stock of foreign cloth. Women volunteers have replaced all male picketers.—Reuter.

[An earlier message stated: Following the recent fighting in Muljietha Market (Bombay's biggest foreign cloth market), in which several Congress Volunteers were badly knocked about while endeavouring to interfere with a seller of foreign cloth, the Native Piece Goods Merchants' Association decided to close the market until the arrival of Gandhi on March 16, when it is hoped that methods of "peaceful picketing" provided for in the Irwin-Gandhi settlement can be agreed to and arrangements may be reached for the disposal of foreign piece goods.]

CONSTABLE SAVES LIFE.

Whilst walking along the west wall of the Kowloon Naval Yard at 2 o'clock this morning, Mak Hoi, of 4, Kui Yan Lane, accidentally fell into the harbour.

Ehulam Khan, an Indian Naval constable, saw the man struggling and dived into the water and rescued him.

Mak Hoi was removed to the Government Civil Hospital.

back there will be ten cents. Who gets the ten cents?

Defendant:—The banker does. Sergeant MacDonnell, interposing, said that the banker made a commission.

Accused:—Supposing five people back a horse and that horse wins, then I have to give away five packets of cigarettes.

His Worship remarked that it would be possible for the banker to lose, and Inspector Shannon agreed. His Worship held that the game came within the definition of a lottery.

No Amusement Tax!

Inspector Shannon pointed out that the races commenced before the Annual Race Meeting at Happy Valley and now there were four shops in Hollywood Road operating these race courses. He added that he raised accused shop so as to give a warning to others. "They don't pay Amusement Tax either," Inspector Shannon emphasised.

Sergeant MacDonnell said that in this case \$27.78 was seized, as well as 32 packets of cigarettes.

His Worship imposed a fine of \$10 on first accused on the charge of having the race course, and added that he fined him heavily so as to be a warning to other offenders. On the second charges, accused was fined \$10. Second accused was discharged, whilst the third was fined \$2 or three days' jail.

His Worship further ordered the apparatus to be destroyed.

It was stated that the racing game was made in America.

SIR DAVID YULE'S WILL.

Indian Domicile
Emphasised.

LOCAL PEOPLE'S ESTATES.

Sir David Yule, whose remarkable career in India was disclosed recently in Court proceedings in London, left local estate valued at \$250,300. Sir David died on July 3, 1928, at St. Albans, Herts, and the application before the local Court was one for re-sealing of certified copy of probate, made by Messrs. Deacons as attorneys for two surviving executors, Dame Henrietta Yule, and the Mercantile Bank of India, Limited.

The baronet's address is given in the will as 8, Clive Road, Calcutta in India. The first clause of the will reads: "Inasmuch as I have an Indian domicile it is my wish and intention that this my will and any codicil I may make shall be construed and operate as far as the case admits as if I were now, and remained until my death, domiciled in India."

Mr. Brock's Estate.

The local estate of Mr. Archibald John Brock, late of H.M. Naval Yard in Hong Kong, has been proved at \$1,600. Testator left everything to his wife, Beatrice. Probate has been granted to Gladys Beatrice Chittenden, of Hong Kong. It will be called that Mr. Brock died in the Royal Naval Hospital on December 21 last, after becoming suddenly ill during the run of the Philharmonic Society's production of "Yeoman of the Guard." He was 51 years of age.

Mr. Walter Poate.

Re-sealing of probate of a certified copy of the will of Walter Poate, described as a China Merchant, has been granted to Mr. D. J. Lewis, solicitor, attorney to the executors—Lloyds Bank, Ltd., Mrs. Bertha Scott Poate (widow) and Mrs. Margaret Colchester (daughter of testator).

The value of estate in Hong Kong is returned as \$275,300. The deceased, who died at Pump House Hotel, Llandrinod Wells, County Radnor, on September 1930, made family bequests in his will.

Mr. H. S. Rawson.

Estate in the Colony worth \$36,500 was left by Harry Stanhope Rawson, re-sealing of probate of certified copy of whose will, with two codicils, has been granted to Mr. M. H. Turner, solicitor, attorney for the executors, Messrs. Capel Tristan Rawson, (actor), and Graham Stanhope Rawson (dramatist), both sons of the deceased, who died on November 2, 1930 at Ravenswood (formerly known as Aberfeldy), Ellington Road, Taplow, County Buckingham. Family bequests are made in the will.

Mr. Charles Bonin.

Family bequests with his wife, Genevieve Jeanne Valentine Camescasse, as residuary legatees, are provisions made in the will of Charles Bonin who died at Barcelona, Spain, (where he was temporarily residing), on September 29, 1929.

The local estate is valued at \$12,000, and letter of administration, with will annexed, has been granted to Mr. G. G. N. Tinson, solicitor, attorney to the beneficiaries.

Two Master Mariners.

William Cooper, Passmore, master mariner, who died on February 2 last, at the age of 70, left estate valued at \$1,300. Probate has been granted to the widow, Nora Agnes Passmore.

Another master mariner in Fraser Jamieson, who died at Torrensburg, South Australia, on July 4, 1929, left local estate worth \$5,400. Letters of Administration, with will annexed, have been granted to D. J. Gilmore, attorney for the sole legatee, Isabel Norah Ann Jamieson, the widow.

Li Ping, who died in Canton on December 16, 1928, left local estate valued at \$16,800. Letters of Administration de bonis non, with will annexed, have been granted to his widow, Li Wong Shi.

WORLD SEA POWER

NAVAL ESTIMATES
FOR BRITAIN.

NEW SHIPS

GUNS REDUCED TO 12 INCHES CALIBRE.

Rugby, Yesterday.

The Memorandum on the recent negotiations which resulted in a settlement of Franco-Italian difficulties left outstanding at the conclusion of the London Naval Treaty was presented to the House of Commons to-day, when the Naval estimates were introduced by the first Lord of the Admiralty, Mr. A. V. Alexander. The bases of agreement for settlement provide, in regard to capital ships before December 1936, a displacement of each not exceeding 23,333 tons and a gun calibre not exceeding twelve inches. On completion of each France would scrap one ship of the dreadnaught class. Similarly, Italy would scrap approximately 16,022 tons of first class over age cruisers.

Without prejudice to the general reserve of capital ship tonnage established by the Treaty of Washington, the total tonnage in

FINE WEATHER.

The Royal Observatory's weather report, to-day states: The depression has deepened and moved to the N.E. of Japan. A moderate anti-cyclone is central over the Yangtze Valley.

Moderate monsoon along the S.E. coast of China and over the N. China Sea.

Forecast:—N.E. winds, moderate; overcast at first; finer later.

Rainfall.

Rainfall for 24 hours ended at 10 a.m. to-day—11.1. Rainfall since January 1—1.07 inch against an average of 3.94 inches—deficit 2.87 inches.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	62
Macao	59
Pratas Island	72
Manila	74
Foochow	54
Amoy	50
Swatow	52
Chefoo	42
Shanghai	40

this category recorded to France and Italy respectively under the Treaty would be raised from 175,000 tons to 101,000 tons.

Mr. Alexander said that this would not give rise to any additional new construction but would merely permit France to retain her existing capital ships. France undertook to scrap by December, 1936 two of the three old battleships which under the Washington Treaty were not replaced. Under the basis of agreement France and Italy would complete only two capital ships before December 1936.

Reduction of Calibre.

One very important point of the discussed in Paris and Rome and on which they obtained agreement was a reduction of the calibre of guns of the proposed new capital ships from 13 inches to 12 inches. Passing on to vessels whose tonnage is regulated by the Treaty of London he said that it was most satisfactory to note that no further construction in what was known as "caterpillar" Cruisers, armed with eight-inch guns, was to take place by France and Italy after the completion of their 1930 programmes, and this would mean that each would rest upon a strength of 70,000 tons of under age ships in that category.

By the terms tentatively agreed upon at the London Naval Conference and now embodied in the draft disarmament convention drawn up by the Preparatory Commission on Disarmament, France and Italy were able to

(Continued on Page 5.)

CHEQUE "MORE THAN A CHEQUE"?

Counsel on "Good and
Bad Consents."

MORTGAGE CASE PROBLEMS.

When the case in which an alleged wrongful sale of property under a mortgage deed by the Banque Franco-Chinoise pour le Commerce et l'Industrie again came before the Chief Justice (Mr. Justice Wood) in the Supreme Court this morning, considerable discussion arose when Mr. F. C. Jenkin, opening his case for the defence, handed up a specimen signature form as used in the Bank.

The card bore the signature of Dr. Tam, the mortgagee's consenting agent, and Mr. W. M. Pittendrigh to whom certain banking facilities were secured by the deed.

Mr. Eldon Potter, K.C., at once objected strongly, entering a formal protest that any consent must be on the face of it, and on the face of it alone, a consent in the terms of the mortgage. The terms, he added, were the three specific covenants he had indicated in his address yesterday. He went on to say that in no event was intrinsic evidence permissible.

Another Objection.

Mr. Jenkin was proceeding with his argument that Dr. Tam's signature to the cheque was in itself written consent to facilities being granted, when Mr. Potter again objected, claiming that the production of evidence to support such a contention rendered the whole mortgage deed valueless. He would combat such a procedure strongly.

His Lordship, after a rather spirited discussion, decided to hear the evidence, subject to Mr. Potter's objection.

Previously, Mr. Jenkin, opening his case, claimed that plaintiff had admitted through her counsel that there was consent to an overdraft account. He further pleaded that it was not now open to plaintiff to say, should the fact of consent by counter-signature to cheques be established, that it was not a consent to banking facilities as specified in the three covenants in the mortgage deed. Plaintiff should have replied to that point in the pleadings. She should have said at that time that this account was not a banking facility in the terms prescribed.

Insisting On The Point.

"It is obvious that under the rules a reply should have been filed alleging that if the consents alleged to be given were denied, they were not consents to banking facilities as set out in the mortgage deed," he said later.

His Lordship, after hearing Mr. Jenkin's plea, said that the issue was at large as to whether a written signature was a good consent or not.

Mr. Jenkin insisted that it was not open to the plaintiff to say that the signing of the cheques, referred to in the statement of defence, was of no avail. He wished to submit clearly that the drawing of cheques upon an overdraft account in the bank was a facility.

Continuing, Mr. Jenkin argued that in the terms of the mortgage deed there was an additional covenant to the three put forward by plaintiffs, counsel as limiting operation of facilities by the bank. It was a general covenant which occurred prior to the special ones. It dealt with matters which ordinarily occur when dealing with a bank by cheque. An overdraft was in fact a loan by the bank. It was an advance, and must be considered a facility.

Cheque A Request?

At a later stage, after Mr. Potter's objections, Mr. Jenkin submitted that these cheques were not of the same standing as an ordinary cheque drawn on an ordinary current account. They constituted a request for an advance.

His Lordship: It is not on the face of it a request.

Mr. Jenkin: No.

Mr. Potter: That is my whole point, My Lord.

His Lordship suggested that Mr. Jenkin meant an implied request. Counsel agreed.

Mr. Jenkin went on to submit that Dr. Tam's signature was binding. If the plaintiff herself sign-

TRAGIC DEATH OF FILM PRODUCER.

Motor Car Crashes Over
Embankment.

TRIED TO AVOID LORRY.

Santa Barbara, California, Yesterday.
Mr. F. W. Murnau, the famous German film producer, was killed when his motor car, swerving to avoid a collision with a lorry, crashed over an embankment.—Reuter's American Service.

TEACHER'S DEATH.

MR. CHARLES STEARNS
HARTWELL.

END IN SANITARIUM.

Many friends of Miss Emily S. Hartwell, the well-known Foochow missionary, will regret to hear of the death of her brother, Mr. Charles S. Hartwell, aged 75 years, in the Shanghai Sanitarium on March 6.

The late Mr. Hartwell was born in Foochow, his parents being pioneer missionaries of the American Board Mission, and it was his desire to visit Foochow once more. Although in feeble health, he undertook the journey from his home in Minneapolis, accompanied by his sister and her husband and his niece, Mr. and Mrs. and Miss Tupper.

Mr. Hartwell was for over 30 years a teacher of English at two high schools in Brooklyn, N.Y., and retired in 1926. After his retirement he wrote for several American newspapers, notably the Brooklyn Sunday Eagle, to which he contributed a weekly letter addressed to his thousands of former students. These letters were later published in book form under the title "A School Teacher's Letters."

SMART CONSTABLE.

THIEF ARRESTED BEFORE
REPORT OF ROBBERY.

A smart arrest of a man by a Chinese constable is revealed in Police reports this morning.

Ip Mui (39) residing at Pak Ta Street, Hung Hom, reported that between 1.30 and 3.15 p.m. yesterday some person stole from the flat clothing and a clock to the total value of \$15.50.

However, before the larceny was reported to the Police, the constable caught the thief in Balkeley Street carrying the clock.

REDS' VICTIM.

BODY OF DETECTIVE FOR
CANTON.

The China Mail learns to-day that the body of Yau Tak-yan, the Canton detective who died in the Government Civil Hospital on Monday as the result of two bullet wounds in the back, will be taken to Canton for burial.

The remains will leave Hong Kong this evening on the s.s. Sai On.

A detachment of the local Police will escort the body to the ship.

KAILAN MINES.

The total output of the Kailan Mining Administration's mines for the week ending February 23, 1931, amounted to 35,168 tons, and the sales during the period to 115,181 tons.

ed the cheque it would be her personal authority under the mortgage for a facility to be granted. Her authority had been delegated under the deed to Dr. Tam. He proceeded to quote cases in support of his contentions.

The case is proceeding.

Yesterday's Hearing.

At yesterday's hearing, evidence was taken from Chau Chuk-son, who purchased the property in dispute, Marine Lot 68, Section C, at 6, Po Shing Street, for \$42,000, in March, 1930.

Mr. Caer Clark, architect, also gave evidence as to valuing the property at the request of Messrs. G. K. Hall Brytton & Co., in May, 1930, at \$42,000. There were 542 square feet which he valued at \$42 per foot.

SLEUTH AT POLICE DANCE.

Prompt Investigation
Demanded.

ESCAPES WITH HIS LIFE.

Special investigations conducted by the China Mail last night at the Police Ball will be of especial interest to the general public, more particularly the hundreds who attended. Our tame sleuth, who was detailed for the job, handed in his report this morning. It reads as follows:—

Effectively disguised as Rip Van Winkle, I passed into the ball room last night under the very nose of the C. D. I. Mumbling in my beard, I approached the North entrance without interference, until I was halted by an official seated at a desk. I know him well (Hal Ha!)

"Licence—I mean ticket," he demanded curtly, toying meanwhile with his truncheon. I produced my ticket (forged, of course) and was allowed to pass without further ado, although I admit my knees wobbled slightly.

Entering the gate, I was about to make for a cogen of vantage, when I was again halted. "One was traffic here," I was informed politely. "Parking space on the right." Thereupon, stuffing my beard into my pocket, I ensconced myself behind a potted palm, and taking out my notebook, jotted down a few impressions.

Navigation Perils.

I was shocked to notice, at the very first glance, that some of the Water Police were obviously navigating without lights. There were no actual collisions, although one gentleman, a guest from His Majesty's Navy, had his fender scraped rather badly. I rather looked for him to put in a claim for compensation, but, to my surprise, immediately after the band stopped, he linked arms with the offender, and they went out together. I at once made a note "Collusion." This must be looked into.

Standing at the ringside—or rather the fringe of the ball room—I noticed several members of the Force who think nothing of facing one or two murderers before breakfast. But upon this occasion their courage had utterly deserted them. It was more than they could manage to walk across the floor to importune some damsel for a dance. Besides—"I canna dance," I heard one mutter to his mate, in a wistful manner. This also must be looked into. If we spend public money teaching the Police how to catch burglars, surely we ought to instruct them how to grab a girl at a social function.

A Narrow Escape.

The band about this time struck up a Paul Jones. The Riot Squad was at once held in readiness, and the Life-Saving Class also stood by. However, and fortunately, nothing really serious happened, beyond a few bruised ankles.

Somehow or other, I found myself in the middle of the battle, and putting in a little snappy work, purloined a partner whilst a detective had his back turned, and whirled her away. We were stepping out gallily to a peppy fox-trot—at least I was—when a Traffic Sergeant, travelling far above the speed limit, bore down upon us from nowhere in particular. There might have been a nasty accident if I had not applied my brakes sharply. This must be looked into.

Arrested!

Badly shaken by this incident, I sought peace and quietness behind my potted palm, and was in the act of making a few more notes, when a heavy hand fell on my shoulder. "Come along," somebody hissed in my ear.

There was no option. I was halted to the bar, where a charge was laid against me.

"What's wrong with this fellow," asked the Inspector.

"Seditious pamphlets," said my guardian, producing my notebook.

The Inspector read the notes through, but, being of a kindly disposition, thought a fine would meet the case. I was then allowed to go.

But they little knew that, concealed in my sock, I had a few further notes. These I am reserving for a future occasion, when I can promise some sensational disclosures!

TENNER.

'Phone 20022

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COMPANY MEETINGS

THE HONG KONG ELECTRIC
CO., LTD.

NOTICE IS HEREBY GIVEN that the FORTY-SECOND ORDINARY YEARLY MEETING will be held at the Company's Offices, P. & O. Building, on WEDNESDAY, 18th March, 1931, at 11 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December, 1930, and electing Directors and Auditors.

The REGISTER OF MEMBERS of the Company will be CLOSED from 5th March, 1931, to 18th March, 1931, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,

GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hong Kong, 19th Feb., 1931.

GREEN ISLAND CEMENT
COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the 42nd ORDINARY ANNUAL MEETING of Shareholders will be held at the Offices of the Company, Exchange Building, Des Voeux Road Central, Victoria, Hong Kong, on WEDNESDAY, the 18th day of March, 1931, at 11.30 a.m., for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ended 31st December, 1930.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 4th March, 1931, to WEDNESDAY, 18th March, 1931, both days inclusive.

By Order of the Board of Directors,

ALLAN KEITH,
Secretary.
Hong Kong, 19th February, 1931.

THE DAIRY FARM ICE & COLD
STORAGE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-FIFTH ORDINARY YEARLY MEETING of the Shareholders in the Company will be held at the Company's Town Office, 2, Lower Albert Road, on WEDNESDAY, the 18th March, 1931, at Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts, declaring a Dividend and re-electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 13th March, 1931, both days inclusive.

By Order of the Board of Directors,

J. D. THOMSON,
Acting Secretary.
Hong Kong, 27th Feb., 1931.

THE HONG KONG & KOWLOON
WHARF & GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FORTY-FOURTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., on THURSDAY, the 19th March, 1931, AT NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ended 31st December, 1930.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 10th March, 1931, to THURSDAY, the 19th March, 1931, both days inclusive.

By Order of the Board of Directors,

F. H. CRAPPELL,
Secretary.
Hong Kong, 2nd March, 1931.

THE HONG KONG FIRE
INSURANCE COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTY-SECOND ORDINARY GENERAL MEETING of Shareholders will be held at the Offices of the Undersigned on THURSDAY, the 26th March, 1931, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended the 31st December, 1930.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 12th to the 26th March, 1931, both days inclusive.

JARDINE, MATHESON &
CO., LTD.,
General Managers.

The Hong Kong Fire Insurance Co., Ltd.
Hong Kong, 6th March, 1931.

COMPANY MEETINGS

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the FORTY-SIXTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hong Kong Hotel, Hong Kong, on MONDAY, the 16th March, 1931, at 11.30 a.m., for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended 31st October, 1930.

The REGISTER OF SHARES of the Company will be CLOSED from WEDNESDAY, the 11th day of March, to TUESDAY, the 17th day of March, 1931, both days inclusive, during which period no transfer of shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hong Kong, 5th March, 1931.

GENERAL NOTICES

THEATRE ROYAL

'ART and MRS. BOTTLE'

March 13 and 14,
at 9.15 P.M.

BOOKING at
ANDERSON'S

SPORT NOTICES

THE HONG KONG JOCKEY
CLUB.

THE FIRST EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on SATURDAY, 14th March, 1931, commencing at 2 p.m. The first bell will be rung at 1.30 p.m.

MEMBERS' ENCLOSURE.
Members are notified that they and their ladies must wear their badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure. Badges admitting non-members to the Members' Enclosure and Club Rooms at \$5 for Gentlemen and \$3 for Ladies (both including tax) are obtainable through the Secretary upon introduction by a member, such member to be responsible for payment of all bills, &c.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain upon application to the Secretary badges (limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying.

No pretext will children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE.
The Price of admission to the Public Enclosure is \$2 including tax, for all persons including ladies and is payable at the gate.

Soldiers and Sailors in uniform are admitted half price.

Bookmakers, Tie Tac men, &c will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

By Order,
C. B. BROWN,
Secretary.

Hong Kong, 10th March, 1931.

Miss Gaynor took a course of "uke" lessons from the greatest native teacher on a recent trip to Hawaii.

Miss Gaynor sings four songs and Farrell sings five. The musical score was written by Joseph McCarthy and James F. Hanley. McCarthy is co-author of "Big Rita," "Irene," "Kid Boots," and many other famous productions; while Hanley has written scores of popular song hits.

The director, David Butler, also directed the Gaynor-Farrell team in "Sunny Side Up."

Others prominent in the cast include William Collier, sen., Joyce Compton, Hedda Hopper, Louise Fazenda, Lucien Littlefield, Brandon Hurst, and Gregory Gaye.

Dividend payments by Canadian corporations in the twelve months of 1930 set a new high record above a quarter of a billion dollars and were well in excess of the preceding twelve months of 1929, according to the latest estimates which give a total of \$258,417,137 for 1930, as compared with \$219,702,877 for 1929.

ROUND THE CINEMAS

WILL ROGERS EXCELS IN
"SO THIS IS LONDON."

A PICTURE TO BE SEEN.

Don't miss seeing Will Rogers, erstwhile rope-splanner, and now star comedian, in his latest hit, "So this is London," in the Queen's Theatre. Without doubt this is one of the funniest pictures ever seen in the Colony, and kept a crowded house yesterday in a continual roar of laughter.

Will has dug up a new selection of "wise cracks," and his scenes with Lord Percy (Lumsden Hare), an aristocrat of the Die-Very-Hard school, who detests anything and everything American, are packed with genuine comedy.

Rogers is possibly as good an Ambassador as the United States ever sent to Britain. He was immensely popular in London, and in return takes every opportunity to help the cause of friendship along. It would be unfair to describe the story of the film, or the laugh-raising incidents in it. You must certainly see for yourself.

Maureen O'Sullivan looks charming and acts delightfully. Her clear accent is a pleasure to listen to. Irene Rich plays up to Rogers in fine style, and the whole production moves along quickly from start to finish.

"HIT THE DECK"

Action, colour, music splendour! Words describe with difficulty the entertainment values in Radio Pictures' lavish musical comedy, "Hit the Deck," which opened last night in the Central Theatre.

If you saw the stage version of the Vincent Youmans musical romance, you will be doubly impressed with the immense sweep and grandeur of the screen interpretation.

Luther Reed, the director, has maintained an intense narrative interest through the succession of songs and production highlights. "Hallelujah," a solo song in the stage play, now is sung at a Negro spiritualist meeting employing hundreds of Negro singers and dancers.

Actual scenes of a battleship fleet, liberty boats filled with sailors, brass bands, girls and all the atmosphere of a naval water front, add realism to the story background. The battleship deck wherein the "Smith party" is staged, is photographed in technicolour. Hundreds of players participate in these scenes.

Polly Walker, former Broadway beauty, demonstrates her right to the title. Aside from an unusual beauty of face and form, Miss Walker reveals genius in her songs and dancing. As Looloo, the coffee shop girl, she convinces.

Opposite Miss Walker in the role of Blige is Jack Oakie, Hollywood's newest sensation in the comedy field. The part seems made for Oakie.

Others in the cast are Marguerita Padula, singers, June Clyde, Radio Pictures player, in new songs and dances, Ethel Clayton, as Mrs. Payne, Dell Henderson, Wallace MacDonald and the inimitable three comedians, Roger Gray, Frank Woods and Harry Sweet. They are very much in evidence in the story and hilariously funny.

Nine songs—even more than the stage production had—include such numbers as "Join the Navy," "Looloo," "Hallelujah," "Keeping Myself Just for You," "Harbour of My Heart," "See You, See Me," and "Sometimes I'm Happy."

Pearl Eaton directed the dance sequences; Victor Baravalle, the music, and Robert Kurrie was responsible for the camera work.

"FIREMEN, SAVE MY CHILD."

Wallace Beery and Raymond Hatten, the popular pair of fun-makers, are seen again together in "Firemen, Save My Child," which is screened as the attraction in the Star Theatre for to-day only, along with two comedies, one of which feature Stan Laurel and Oliver Hardy, and the other Charlie Murray.

Laughs galore are introduced when Beery and Hatten, on leaving school, unexpectedly become members of the Fire Department. Their pranks on Tom Kennedy are hilarious, and the film provides an excellent fire, when Beery and Hatten are the heroes. Josephine Dunn is the girl, whilst others in the cast are Walter Goss and Joseph Girard.

"It," starring Clara Bow and Antonio Moreno, will be shown to-morrow and Saturday.

"HIGH SOCIETY BLUES"

Janet Gaynor and Charles Farrell make their debut as ukelele strummers: extraordinary in "High Society Blues," Fox Moviephone romance, coming on Sunday to the Queen's Theatre.

Neither Miss Gaynor nor Farrell ever have had a musical "double" and they make no exceptions when called upon to play ukeleles.

(Continued at foot of preceding column.)

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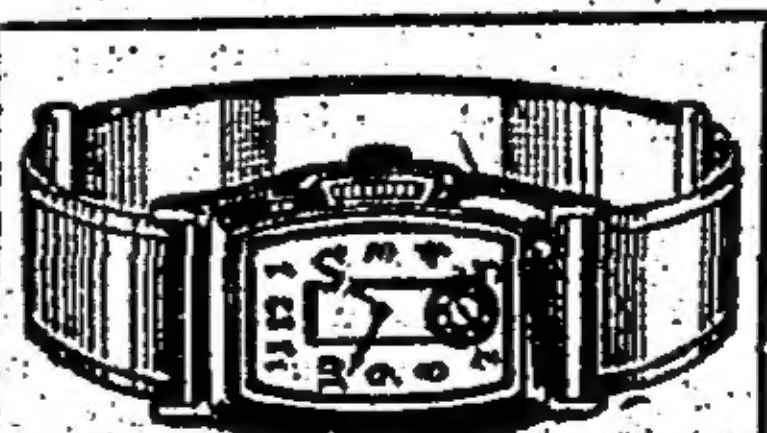
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S.S. "PIKSA"	Apr. 19	Apr. 19
M.V. "COL DI LANA"	May 10	May 10
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HIYER MARU	Thursday, 21st April.
HEIAN MARU	Thursday, 21st April.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Thursday, 21st March.
SUWA MARU	Thursday, 21st March.
FUSHIMI MARU	Thursday, 21st March.
SYDNEY & MELBOURNE via Manila & Ports.	Thursday, 21st March.
ATLANTA MARU	Thursday, 21st March.
MANILA	Thursday, 21st March.
SHINYO MARU	Thursday, 21st March.
BOMBAY via Singapore, Penang, & Colombo.	Friday, 27th March.
GENOA MARU	Friday, 27th March.
TOKUSHIMA MARU	Monday, 30th March.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	Monday, 30th March.
BOUYO MARU	Wednesday, 22nd April.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	Wednesday, 22nd April.
KANAGAWA MARU	Tuesday, 14th April.
NEW YORK, BOSTON via Panama.	Tuesday, 14th April.
TOBA MARU	Tuesday, 31st March.
LIVERPOOL via Port Said, Suez, Constantinople, Genoa.	Tuesday, 31st March.
LYONS MARU (calls Saigon)	Sunday, 15th March.
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MORIOKA MARU	Saturday, 28th March.
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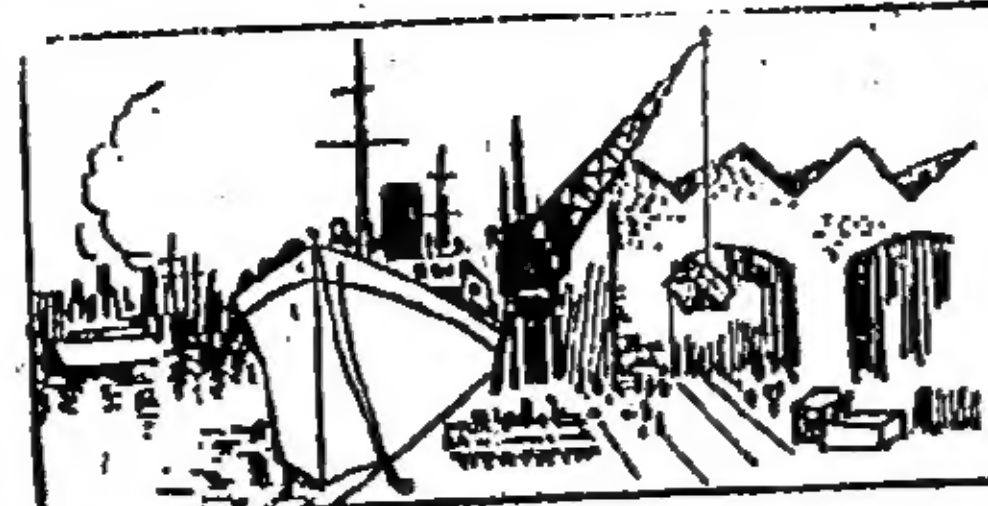
SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROT- TERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Buenos Aires Maru	Sun., 29th Mar.
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Salmon, Singapore, Colo- mbia, Durban & Capetown.	Hamburg Maru	Fri., 20th Mar.
BOMBAY via Singapore & Colombo.	Canada Maru	Wed., 1st Apr.
DURBAN, LOURENCO MARQUES, BRISA, DAR- ES-SALAM, ZANZIBAR & NOMBASA via Singa- pore & Colombo.	Brisbane Maru	Mon., 6th Apr.
MELBOURNE via Manila, Brisbane & Sydney.	Madras Maru	Wed., 18th Mar.
CALCUTTA via Singapore & Rangoon.	Africa Maru (from Shanghai)	Wed., 18th Apr.
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Japan Ports.	Kwansei Maru	Mon., 6th Apr.
NEW YORK via Japan ports, Call Direct at Boston, Philadelphia & Baltimore.	Himalaya Maru	Fri., 13th Mar.
JAPAN PORTS (Freight Ser- vice).	Menado Maru	Thurs., 10th Mar.
HAIPHONG via Hoihow & Pakhoi (Fortnightly).	Canton Maru	Sun., 15th Mar.
KEELUNG via Swatow & Amoy (Every Sunday Noon).	Hozan Maru	Sun., 22nd Mar.
TAKAO via Swatow & Amoy (Fortnightly).	Deli Maru	Thurs., 12th Mar.

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MOTOR-BOATS.

AN EXPANDING INDUSTRY.

Great Britain holds the world's speed records on land and sea and in the air. The commercial value of this pre-eminence cannot be directly computed, of course, but that it is considerable few would care to deny. At any rate, it is not unfair to assume that the comparative prosperity of the car, aeroplane, and motor-boat industries, in a time of general depression, may in part be due to the imperishable influence of this prestige.

To-day marine engines and motor-boats form a British industry of more value and importance than appears to be generally recognised. It has had to hoe a longer row than the companion manufactures of cars and aeroplanes, however, for the War, which did not much interfere with one, and immensely accelerated the other, brought the manufacture of motor-boats to a complete standstill. A few coast motor-boats ("C.M.B.s") of extreme type formed the total output.

The first years of peace brought a remarkable extension in the use of motor-boats of every kind. America, with her vast waterways, had a great and instant home market to supply, and at the same time she became the chief and practically the only source of world supplies; her industry had not been stunted in its growth during the War years, as had our own. The manufacture of marine engines and motor-boats is said to be the fourth most valuable industry in America, ranking after cars, films, and radio. It may be mentioned at this point that competition from American engines and boats in British markets is still severe and well sustained. She is, indeed, by far our most formidable rival, and by comparison the competition from all other countries is negligible.

The American industry supplies monthly and half-yearly reports of its output and its sales at home and abroad. Unfortunately, this is not done in England; individual firms seldom make known their output, so that it is difficult to arrive at even an approximate estimate of the strength of the industry. There are, however, said to be round about 100 firms engaged in either whole-time or part-time production of either marine engines or motor-boats, or of both together. Among this number are included many manufacturers whose well-known names are primarily associated with motor-cars—the firms of Thornycroft, Morris, Ford, Riley, Trojan, Renault, and Chrysler, for example.

At the recent Motor-Boat Exhibition, held as an adjunct to the last Olympia Motor Show, 60 firms exhibited engines, boats, or accessories. This was the first occasion upon which the public were given a convenient opportunity to appreciate some of the many sides of motor-boating, and although problems of transport and accommodation make it difficult to assemble a properly representative exhibition of engines and boats the models which were shown at Olympia proved a strikingly popular attraction.

But it was obviously impossible to demonstrate some of the more important recent developments. Only those engaged near to or actually in the activities affected can appreciate the extent of the conversion from steam and sail or horse-drawn craft to motor-vessel. For example, on the many hundreds of miles of inland waterways controlled by the Grand Union Canal Company there are being substituted for the barges large fleets of motor-lighters of greater power and capacity.

Motor-lifeboats, not only in the fleet of the Royal National Lifeboat Institution, but also in the ships of the leading passenger lines, are steadily superseding the pulling and sailing lifeboats, with, already, an immense increase in the efficiency of this vital service. As an instance of the superiority of the motor-lifeboat, it need only be briefly mentioned that she can make headway when a pulling or sailing boat cannot. In the fleets of the smaller fishing boats the motor is now almost universally used, either an auxiliary or main power. For one thing, the motor helps a fisherman to reach and return from his working ground on days of calm, when, had he still to rely on sail or oars, a day's catch would be lost. It also greatly extends his radius of action. This is an advantage which is inducing the larger vessels which work farther offshore to replace sail or steam with a marine engine.

Speed Boats.
There is, in short, perhaps no branch of seafaring for which the

internal combustion engine cannot be adapted. Last Summer might have seen the finest motor-boat service in the world established on the Thames, if the production of a suitable type were all that was needed. Meanwhile, at all seaside resorts, the speedboats are showing to holiday-makers how pleasurable fast water-travel can be. The one form of motor-boating which shows a decline from its previous best is outboard racing. This amusement attained its great vogue perhaps too suddenly. At any rate, the first purpose of the outboard seemed to have been forgotten during the racing "boom." Instead of perfecting this lightest, simplest, handiest, and cheapest of all types of marine motor, the makers were asked to supply engines of more and more power for racing, which meant a great addition to the weight and to the cost. For the sport as a whole this decline in the popularity of outboard racing is perhaps a good thing, for it has re-directed the attention of manufacturers to the production of better "utility" or general purpose models.

Of the many thousands of cruising sailing vessels listed in Lloyd's Register of Yachts, a very large proportion are equipped with auxiliary motors. To this figure must be added the great and increasing number of motor-yachts. During the past year 93 such vessels were completed in Scottish yards, and the total for the rest of Great Britain is probably as large.

ARRIVALS OF SHIPS

Tuesday, March 10.

Sensan Maru, Japanese str., 1,588 tons, Capt. S. Miyazaki, from Canton, Takoo Dock.—D.K.K.

Wednesday, March 11.

Anhui, British str., 2,080 tons, Capt. R. Turbull, from Hoihow, buoy No. B20.—B. & S.

Annam, Danish m.v., 4,236 tons, Capt. T. Shjoldan, from Singapore, Kowloon Wharf.—J. Mannors.

Canton Maru, Japanese str., 1,647 tons, Capt. Y. Iwasaki, from Swatow, O.S.K. Wharf.—O.S.K.

Cederic, Norwegian str., 3,061 tons, Capt. Skotke, from Canton, Anchorage.—Dodwell & Co.

Coblenz, German str., 9,400 tons, Capt. W. Reher, from Europe via Manila, Kowloon Wharf.—Melchers & Co.

Dolius, British str., 3,645 tons, Captain J. Nelson, from Singapore, Holt's Wharf.—B. & S.

Cremer, Dutch str., 2,784 tons, Captain G. J. Harmsen, from Swatow, buoy No. A15.—J.C.J.L.

Deli Maru, Japanese str., 1,293 tons, Captain K. Sanada, from Canton, O.S.K. Wharf.—O.S.K.

Hai Yang, British str., 1,363 tons, Captain Erwin, from Swatow, Douglas Wharf.—D.L. & Co.

Hop Sang, British str., 1,359 tons, Capt. P. R. Gay Cumling, from Canton, buoy No. B1.—J.M. & Co.

Hydrangea, British str., 561 tons, Captain P. W. Grierison, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.

Kaga Maru, Japanese str., 3,615 tons, Captain M. Tani, from Osaka, Kowloon Wharf.—N.Y.K.

Shinton Maru, Japanese str., 884 tons, Captain M. Nitta, from Canton, Yaumati Anchorage.—D.K.K.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—
Bridgewater—In dock.
Bruce—No. 8 buoy.
Cumberland—West wall.
Cicala—South wall.
Herald—East wall.
Hermes—No. 1 buoy.
Iroquois—South wall.
Marathon—No. 7 buoy.
Medway—No. 2 buoy.
Osiris—In dock.
Oswald—In dock.
Petersfield—East wall.
Sandwich—No. 13 buoy.
Sepoy—East wall.
Seraph—No. 12 buoy.
Serapis—No. 11 buoy.
Sirdar—No. 10 buoy.
Stormcloud—No. 11 buoy.
Suffolk—North arm.
Thracian—No. 12 buoy.
Foreign Men-of-War.
Albatross—French gunboat.
Helena—American gunboat.
Waldeck Rousseau—French cruiser.

STEAMER MOVEMENTS.

The P. & O. s.s. Khybar left Shanghai for this port on March 20 at 3.30 p.m. and is due here on March 18 at about 6 a.m.

UNSINKABLE BOAT.

ISLE OF WIGHT CONSTRUCTOR'S CLAIMS.

London, Feb. 3.
Mr. Sam Saunders, of East Cowes, Isle of Wight, the flying-boat constructor, claims to have invented a new method of construction which will make any sort of boat, particularly a flying boat, unsinkable. By the new method of construction a boat's side will have an inner and an outer skin, mounted on hollow ribs, corresponding to the double bottom principle of ship construction. The outer skin will be of three ply wood, the layers of which, besides being cemented, will be sewn together with bronze wire. The inner skin will consist of corrugated steel, while the space between the two will provide buoyancy and limit possible damage in a collision.

PASSENGER LIST.

DEPARTURES

Per s.s. President Cleveland for San Francisco and Los Angeles via ports on March 10:—

E. D. Curtin, J. D. Floyd, K. E. Hughes, Miss Charlotte Hugans, Mrs. J. D. Harmon, H. C. Hamlin, Mrs. J. S. Hays, H. H. Kirby, Mrs. C. F. Moelich, J. B. Paschal, Mrs. M. H. Peery, Mrs. L. C. Poppen, Mr. and Mrs. T. E. Taylor, Miss Betty Taylor, Miss Peggy Taylor, Mrs. Olga Vorobieska, Mrs. V. L. Wilkinson, Mrs. Harry A. Wood, Mrs. L. C. White, Master Peter White, Mr. and Mrs. M. Pasko Smith, Miss C. Pasko Smith, Mrs. A. V. Jones, John Ford, George O'Brien, Mrs. A. C. Bryab, Miss Anne Bryan, Miss Alma Flood, Miss Norma Flood, Capt. and Mrs. W. H. Fawcett, R. W. Hoppey, Mrs. H. Hines, Mrs. M. H. Johnson, Mrs. E. Jondreau, Keith Koons, R. C. Lewis, Lt. F. R. McDonnell, U.S.N., Mr. and Mrs. A. M. Abion, Miss Primitiva Abian, Mr. and Mrs. M. E. Brink, Master John Brink, Master Robert Brink, E. Clarence, Mrs. E. Cleland, Mrs. U. B. Chapman, Miss Jane Cottrann, Miss Grace Moody, R. E. Donald, Misses J. and B. Wright, Mrs. E. Heap, G. C. Brooke, Mr. and Mrs. D. M. Montgomery, Mr. and Mrs. James Carnegie, R. T. Segrest, Mr. and Mrs. W. C. Dooris, Miss M. C. Dooris, Mrs. C. B. Miller, Master Alvin Miller, Col. and Mrs. C. H. Nance, Miss Kirsten Nance, Miss Virginia M. Johnson, Mrs. N. C. Shearer, Ralph I. Shepard, Allan C. Shepard, Mr. and Mrs. D. Steel, Mrs. N. M. Thomas, Mr. and Mrs. E. S. Hogan, Mrs. M. D. in Hache, Mrs. G. M. Lindley, Mr. and Mrs. V. Lising, A. Mellan, Miss Alexandra T. Oddie, Col. John H. Poole, Mrs. P. C. Rubia, Master Mariana Rubia, Master Jose Rubia, Mrs. F. M. Selph, A. Buys, A. Bandmann, J. F. MacGregor, E. G. Jordan, Mr. and Mrs. I. G. Spode, M. M. Sokoloff, G. E. Huygen, R. M. da Rocha, A. E. Clarke, Miss C. Powers, Mrs. Bessie M. Varn, Miss Betty Varn, Madison H. Varn, Miss Jean Varn, Mrs. A. Frielevi, Dr. H. W. Miller, C. J. Smith, Rev. Paul J. Ritchie, Miss Sara McPhaden, Mr. and Mrs. G. W. Porter, Miss F. Boyick, Prof. John A. Fairlie, Mr. and Mrs. L. C. Quincey, Mr. and Mrs. Louis N. Stix, Mrs. H. A. C. Dick, Miss A. A. Duthie, J. Pote-Hunt, J. G. Barracough, Mr. and Mrs. W. F. Gilman.

GERMAN SHIPPING.

No Dividends To Be Paid This Year.

The Vossische Zeitung states that no dividends will be paid this year by the Hamburg-American and the North German Lloyd companies. The journal states that the two companies will distribute a special bonus of 6 per cent. on their share capital out of the sums released by the United States from their property which was sequestered during the War.

YESTERDAY'S SOLUTION

BLEND SINCE
RECUR PLAIN
AM NOMINAL DA
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NICE R SENDS
NAP HACE
BOGY CAT ERIS
ASS SOLID SAT
SI SALTEN GA
TENON S UNDER
EPOSE MELTS

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.
12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN TO CANADA AND U.S.A.

Ship	Leave Hong Kong	Arrive Shanghai	Leave Shanghai	Arrive Yokohama	Leave Yokohama	Arrive Seattle
Empress of Russia	Mar. 18	Mar. 21	Mar. 24	Mar. 26	Mar. 28	Apr. 4
Empress of Japan	Apr. 1	Apr. 4	Apr. 7	Apr. 9	Apr. 11	Apr. 17
Empress of Asia	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 20	Apr. 27
Empress of Canada	Apr. 25	Apr. 28	Apr. 30	May 2	May 4	May 14
Empress of Russia	May 8	May 11	May 14	May 16	May 18	May 25
Empress of Japan	May 23	May 26	May 28	May 30	June 1	June 10
Empress of Asia	June 6	June 9	June 11	June 13	June 15	June 22
Empress of Canada	June 20	June 23	June 25	June 27	June 29	July 8
Empress of Russia	July 3	July 6	July 8	July 10	July 12	July 20
Empress of Japan	July 18	July 21	July 23	July 25	July 27	Aug. 5
Empress of Asia	July 31	Aug. 3	Aug. 5	Aug. 7	Aug. 9	Aug. 17
Empress of Canada	Aug. 15	Aug. 18	Aug. 20	Aug. 22	Aug. 24	Aug. 30
Empress of Russia	Aug. 28	Aug. 31	Sept. 2	Sept. 4	Sept. 6	Sept. 14
Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	Sept. 21	Sept. 27
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 5	Oct. 12

* Call at Nagasaki the day after departure from Shanghai.
† Calls at Honolulu on June 1. ‡ Calls at Honolulu on May 8.

HONG KONG—MANILA SERVICE

Leave Hong Kong: Manila

Emp. of Japan Mar. 21 Mar. 28

Emp. of Asia Apr. 2 Apr. 4

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Passenger: 2000

Freight: 2000

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Hong Kong 5.30 a.m. Wuchow 2 p.m.

S.S. "TAI HING"

(1,008 tons—Capt. Trotter.)

MARCH.

MON. 16th THURS. 26th

SAT. 21st

S.S. "TAI MING"

(640 tons—Capt. W. H. Lawton.)

MARCH.

THURS. 12th TUES. 24th

WED. 18th MON. 30th

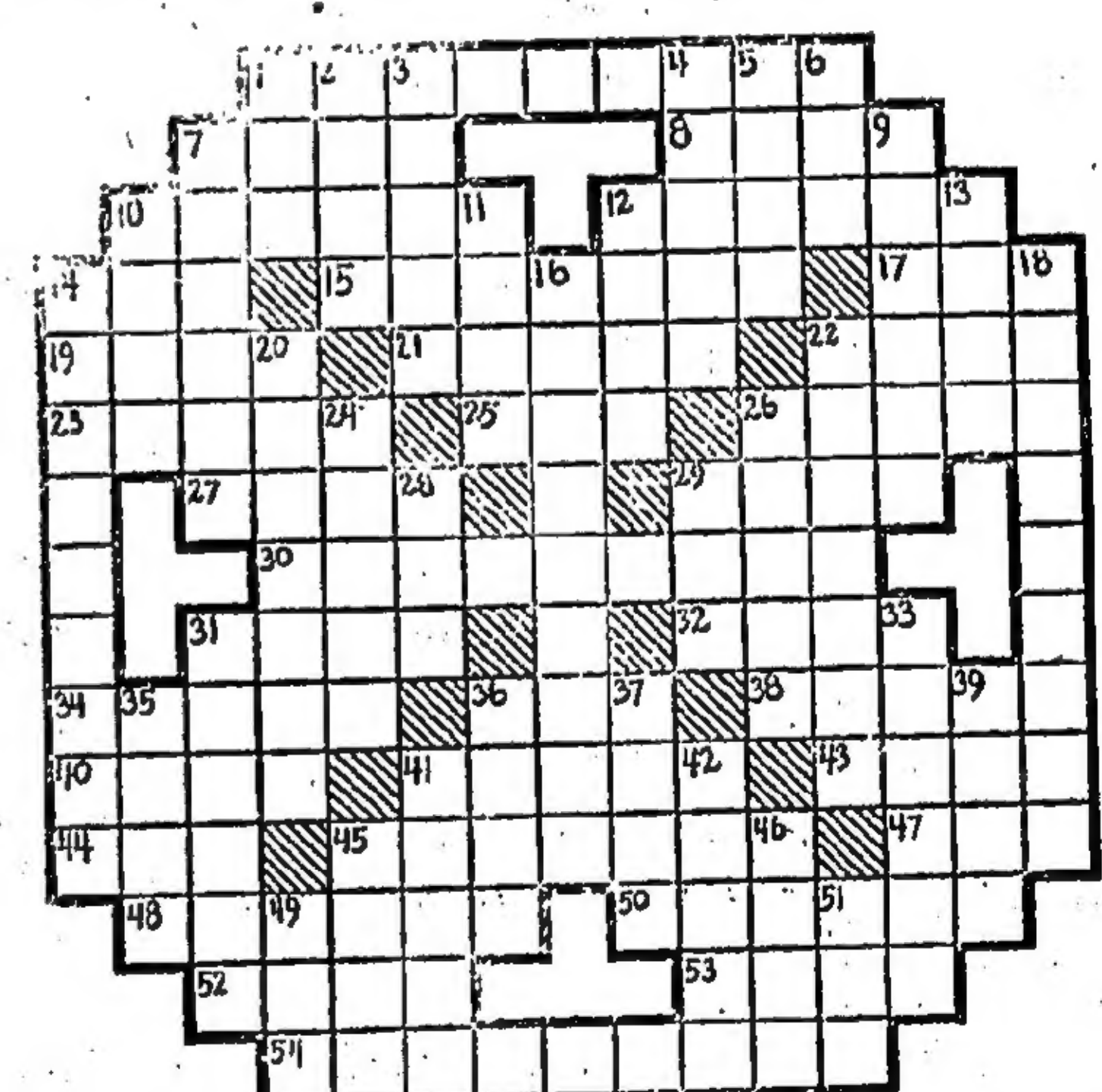
For information apply to: **SANG WO Co., Ltd.**

29, Connaught Road, West.

Phone 20483

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

- Things unexplained
- To locate
- Predatory incursion
- Oceanic bird
- Hurry
- Source of light
- Recluse
- Something given to pacify
- Time-period (pl.)
- Loop
- Tomb
- Mythological stream of oblivion
- Negative
- Resolve a sentence into its parts
- A nobleman
- Forfeit
- State of being rainy
- Recession in a church
- Profound
- Piraeus (Greece)
- Merry
- A metal
- Alter

HORIZONTAL (Cont.)

- Foundation
- Resolving quickly to the helm
- Auster
- Angry
- Repose
- Porch
- U.S. legislative body
- Wish
- Underrated
- Boyle name
- Mark
- Negative votes

VERTICAL

- Tending to select
- Muddy disposition
- Circled the advantage
- Keenly
- Overlooked hunt-ing dogs
- Rob out
- Be situated
- Conducted
- Harmonized
- Gave forth loud sounds
- Spokenard
- Stingling insect
- Deceased
- Exclamation
- Swelling protuber-ance
- Narrow fringed band worn by the clergy
- Diverion
- Heavenly body
- Vehicle
- It is (cont.)

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons.	From Hong Kong About	Destination.
*KHYBER	9,114	14th Mar.	Mars., L'don, Hull, R'dam & A'werp.
*SOMALI	—	24th Mar.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAWALPINDI	16,619	28th Mar.	Marseilles & London.
*MIRZAPUR	6,715	1st Apr.	Straits, Colombo & Bombay.
*KARMALA	9,128	11th Apr.	Mars., L'don, Hull, R'dam & A'werp.
*RAJPUTANA	16,568	25th Apr.	Marseilles & London.
*SOUDAN	—	2nd May	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KALYAN	9,144	9th May	Mars., L'don, Hull, R'dam & A'werp.
*COMORIN	15,132	23rd May	Straits, Colombo & Bombay.
*KASHMIR	9,095	30th May	Mars., L'don, Hull, R'dam & A'werp.
*KANDHAR	16,601	20th June	Bombay, Marseilles & London.
*KASHGUR	9,095	4th July	Marseilles, L'don, R'dam & A'werp.
RAWALPINDI	16,619	18th July	Bombay, Marseilles & London.
*KHYBER	9,114	1st Aug.	Marseilles, L'don, R'dam & A'werp.
*RAJPUTANA	16,568	15th Aug.	Bombay, Marseilles & London.
*KARMALA	9,128	29th Aug.	Marseilles & London.
*CATHAY	15,121	12th Sept.	Bombay, Marseilles & London.
*KALYAN	9,144	26th Sept.	Marseilles & London.

*Cargo only. †Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Redif Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,096	25th Mar.	Singapore, Penang & Calcutta.
SANTHIA	7,754	1st Apr.	Singapore, Penang & Calcutta.
TALMA	10,096	15th Apr.	Singapore, Penang & Calcutta.
TAKADA	9,949	2nd May	Singapore, Penang & Calcutta.
SIRDHANA	7,745	11th May	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

ST. ALBANS	4,500	1st Apr.	Manila, Rabaul, Brisbane, Sydney
NELLORE	8,853	1st May	& Melbourne.
TANDA	9,950	30th May	

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.

Hong Kong to Sydney—19 days.
Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KARMALA	9,128	14th Mar.	Shanghai, Moji, Kobe & Yokohama.
*SOUDAN	—	19th Mar.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,096	24th Mar.	Amoy, Moji, Kobe & Osaka.
RAJPUTANA	16,568	27th Mar.	Shanghai, Kobe & Yokohama.
NELLORE	8,853	6th Apr.	Shanghai, Moji, Kobe, Osaka & Y'hama.
TAKADA	9,949	10th Apr.	Amoy, Moji, Kobe & Osaka.
KALYAN	9,144	10th Apr.	Shanghai, Moji, Kobe & Yokohama.
SIRDHANA	7,745	22nd Apr.	Amoy, Moji, Kobe & Osaka.
COMORIN	15,132	24th Apr.	Shanghai, Kobe & Yokohama.
TILAWA	10,096	6th May	Amoy, Moji, Kobe & Osaka.
KASHMIR	9,095	8th May	Shanghai, Moji, Kobe & Yokohama.
TANDA	9,950	8th May	Shanghai, Moji, Kobe, Osaka & Y'hama.
SANTHIA	7,754	22nd May	Amoy, Moji, Kobe & Osaka.
KANDHAR	16,601	22nd May	Shanghai, Kobe & Yokohama.
KASHGUR	9,095	5th June	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	5th June	Shanghai, Moji, Kobe, Osaka & Y'hama.
RAWALPINDI	16,619	10th June	Shanghai, Kobe & Yokohama.
KHYBER	9,114	8th July	Shanghai, Moji, Kobe & Yokohama.
NELLORE	8,853	17th July	Shanghai, Moji, Kobe, Osaka & Y'hama.
RAJPUTANA	16,568	17th July	Shanghai, Kobe & Yokohama.
KARMALA	9,128	31st July	Shanghai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

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Singapore while awaiting the on-carriage steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

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Shipyard: Sham-shui-po, Kowloon, Hong Kong. Tel. 57099.

Estimates furnished on application.

Hong Kong, April 1, 1931.

CONSIGNEES.

THE EAST ASIATIC CO. LTD.
COPENHAGEN.

The Motor Vessel, "ANNAM"

having arrived, Consignees of cargo
are hereby informed that all goods
are being landed and placed at their
risk into the hazardous and/or extra-
hazardous Godowns of The Hongkong
& Kowloon Wharf & Godown Co., Ltd.,
where delivery can be obtained as soon
as the goods are landed.

No claims will be admitted after the
goods have left the Godowns, and all
goods remaining undelivered after the
18th March, 1931, at 4 p.m., will be
subject to rent.

All broken, chafed and damaged
goods are to be left in the Godown,
where they will be examined by
Messrs. Anderson & Ashie on the
17th March, 1931, at 10 a.m.

All claims against the vessel must
be presented to the Underwriters before
the 21st March, 1931, or they will
not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned
by

JOHN MANNERS & CO., LTD.
Agents.

Hong Kong, 11th March, 1931.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Chartered Steamer,
"HILDA"

From TRIESTE, VENICE
& PORTS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns
of the Hong Kong and Kowloon
Wharf & Godown Company, Ltd., at
Kowloon, whence and/or from the
wharves delivery may be obtained.

Optional Cargo will be forwarded
unless notice to the contrary be given
before 8th instant.

No claims will be admitted after
the Goods have left the Godown, and
all Goods remaining undelivered after
the 16th instant will be subject to
rent.

All claims against the vessel must
be presented to the undersigned on or
before the 25th instant, or they will
not be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
14th instant, at 10 a.m. by our sur-
veyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effect-
ed.

Bills of Lading will be countersigned
by

DODWELL & CO., LTD.
Agents.

Hong Kong, 9th March, 1931.

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE

From DUNKIRK, ANTWERP,
BREMER, HAMBURG, ROTTERDAM
and MARSEILLES.

The Steamship,
"CITY OF KHIOS"

having arrived, Consignees of cargo
by her are informed that all Goods
are being landed at their risk into
the hazardous and/or extra-hazardous
Godowns of H.M. Wharf, whence de-
livery may be obtained.

No claim will be admitted after
the Goods have left the Godowns, and
all Goods remaining undelivered after
16th March, 1931, will be subject to
rent.

All claims against the Steamer
must be presented to the undersigned
on or before 23rd March, 1931, or
they will not be recognized.

All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on any
Tuesday or Friday, between the
hours of 10.45 a.m. and noon, within
the Free Storage Period of one week.

No Fire Insurance has been effect-
ed.

Bills of Lading will be countersigned
by

THE BANK LINE, LTD.
Agents.

Hong Kong, 10th March, 1931.

CONSIGNEES' NOTICES

Consignees of Cargo ex c.s.
Hilda are reminded to take de-
livery of their goods which will
be subject to rent after March 15.

Consignees of cargo ex c.s. City
of Khios are reminded to take de-
livery of their goods which will
be subject to rent after March 16.

Consignees of cargo ex m.v.
Annam are reminded to take de-
livery of their goods which will
be subject to rent after March 18.

A shipment of 19,000 barrels of
apples for Antwerp and Copenhagen
concluded the second season of ship-
ping from Port Williams. During
the season 220,000 barrels of apples
and 80,000 barrels of potatoes were
exported from that port.

THE BANK LINE, LTD.

Hong Kong, 10th March, 1931.

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and 80,000 barrels of potatoes were
exported from that port.

THE BANK LINE, LTD.

Hong Kong, 10th March, 1931.

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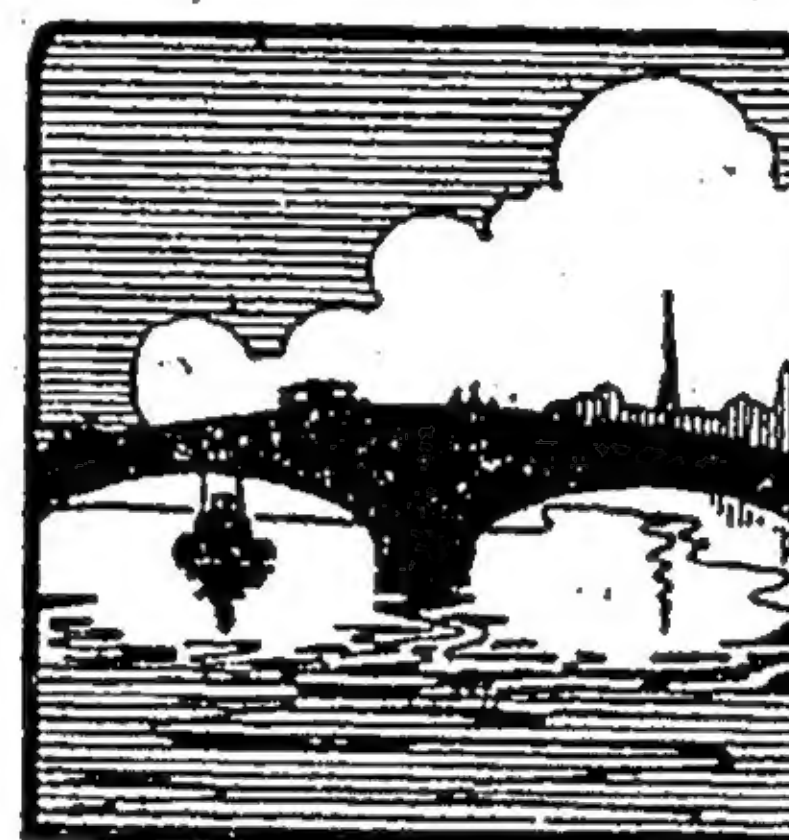
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SINKING OF VESTRI.

Move By Claimants For
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Counsel for the claimants for
damages arising out of the sinking
of the steamer Vestri, which
occurred on November 12, 1928.

HONG KONG TIDES.

The time used is Standard, or
mean time of the meridian of 120
deg. E.; 00h. is midnight, 12hrs. is
noon. The heights are referred to
the datum of the largest scale Ad-
miralty chart of the place and
should be added to the depths given
on the chart unless preceded by an
asterisk (*), when they should be
subtracted from the depths.

March 12 to 13, 1931.

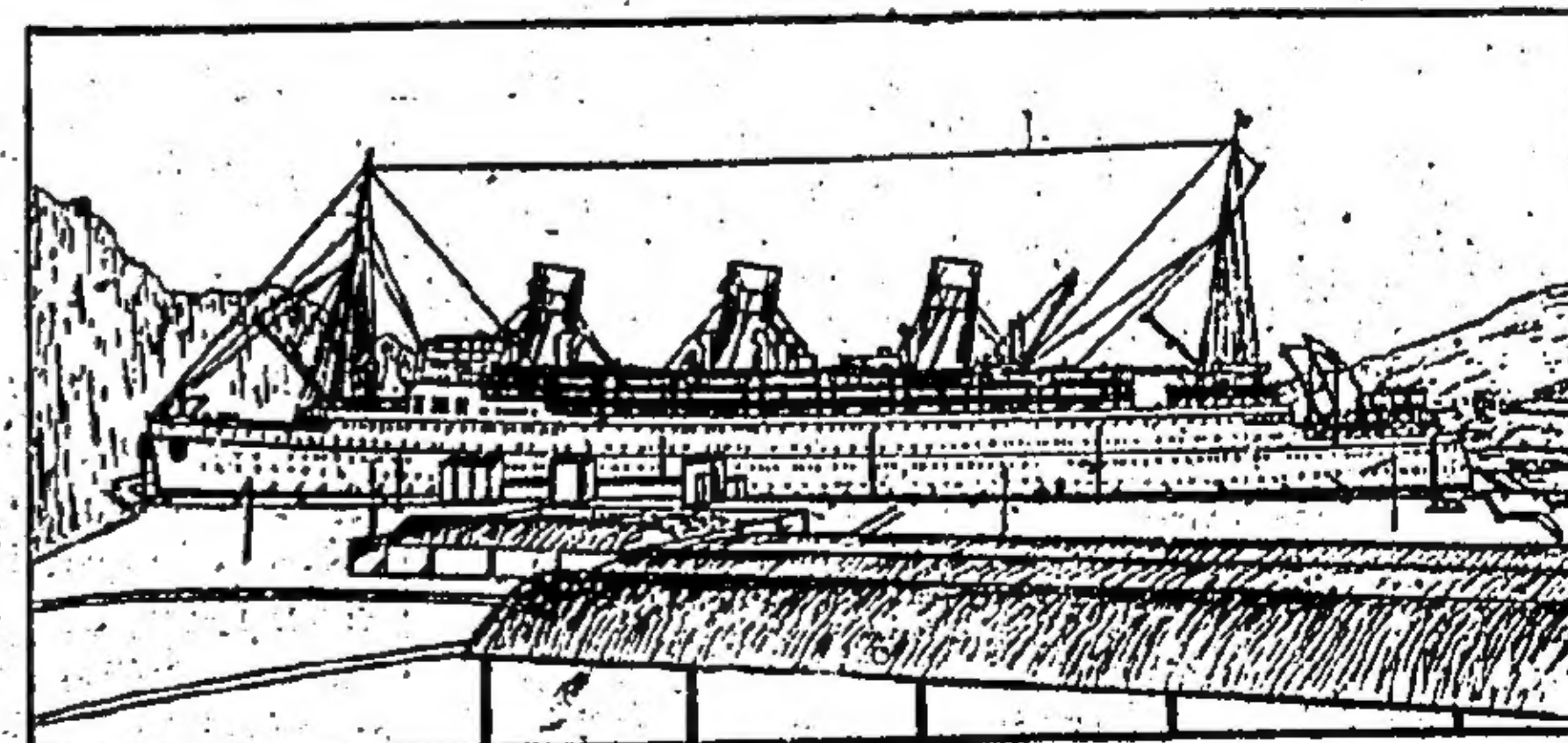
DATE	HIGH WATER	LOW WATER
March	Standard Times	Standard Times
Thurs 12	11.40	5.10
Fri 13	10.15	4.00
Sat 14	9.15	3.15
Sun 15	8.15	2.30
Mon 16	7.15	1.45
Tue 17	6.15	1.00
Wed 18	5.15	0.15

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Call Signal T.H.Q.B. Shorthorn capable of lifting 80 tons.

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Western Union, Bentley and Watkins.

Kindly send enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hongkong.



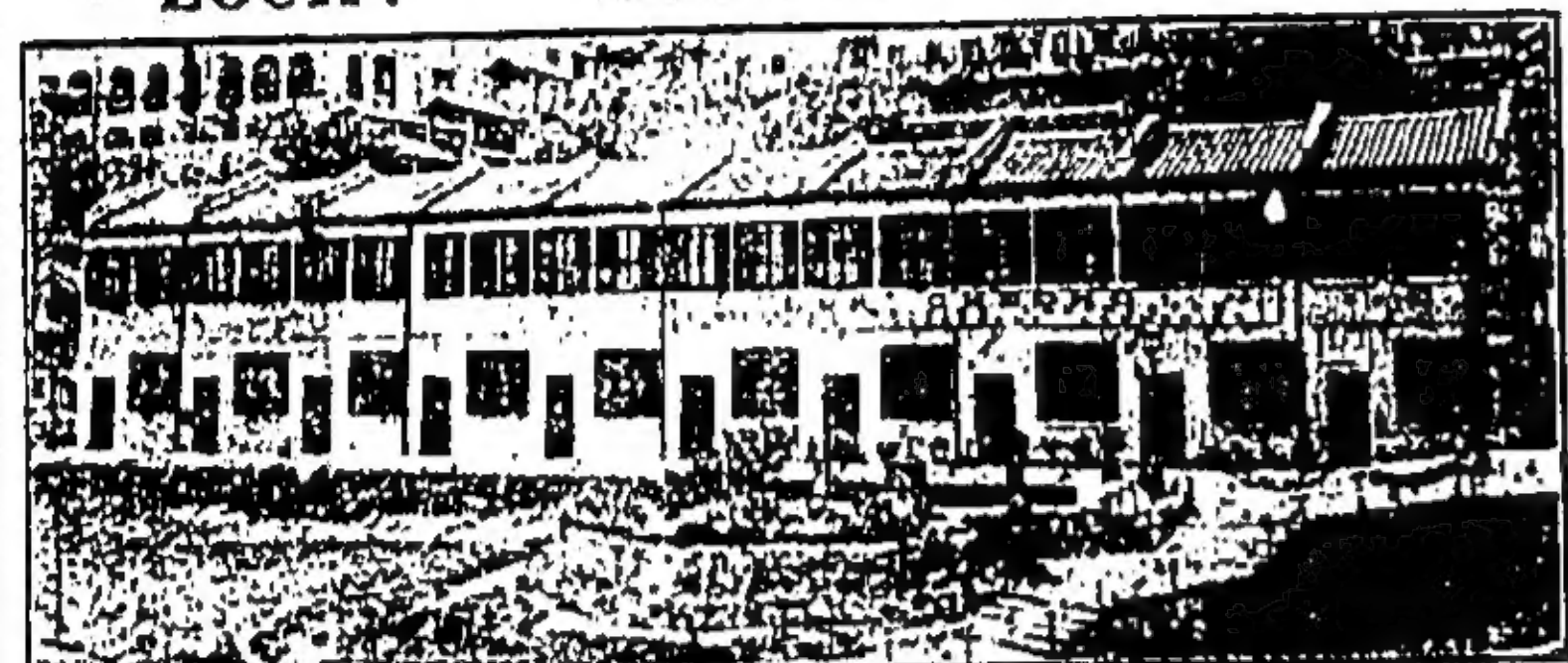
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WITH THE
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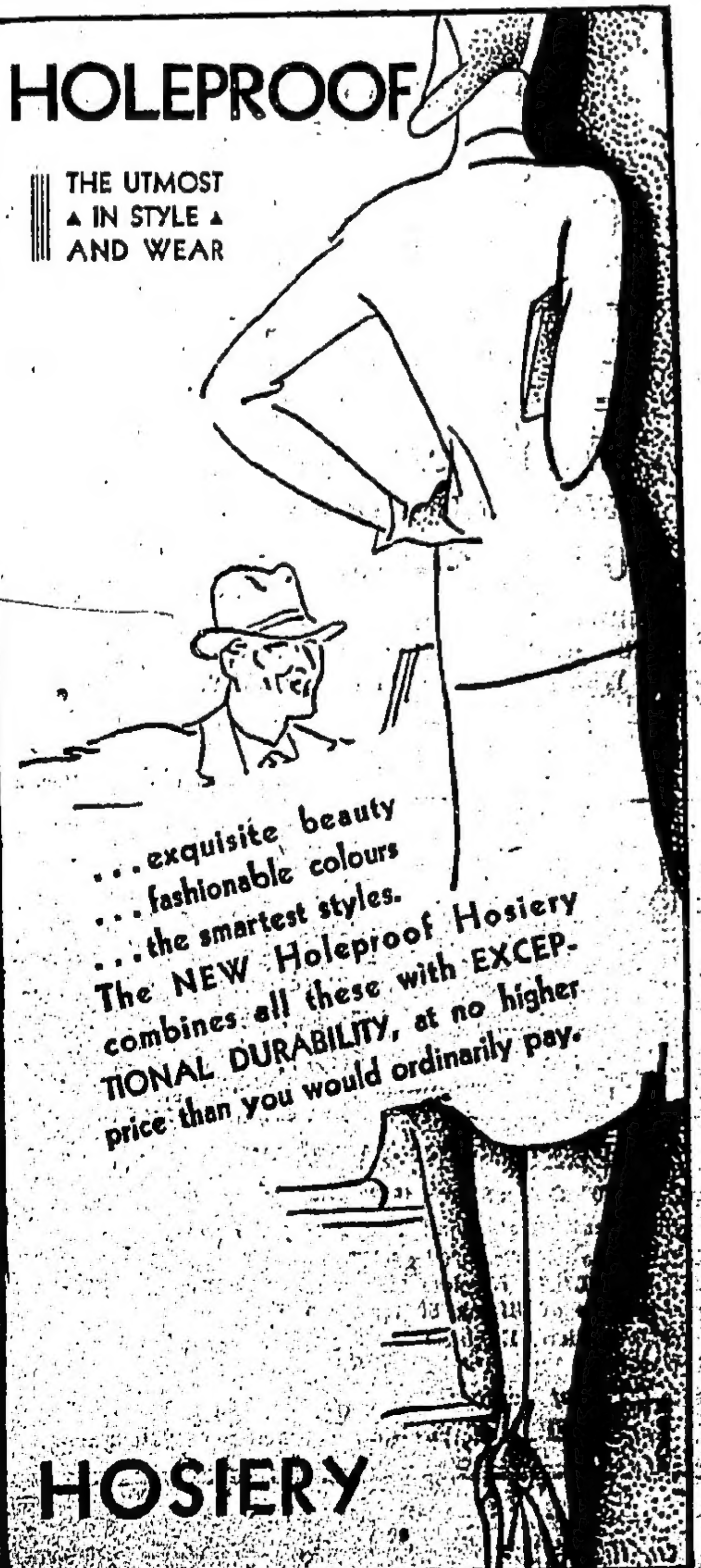
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& Co., Ltd., 7, Garrick Street,
London, W.C.2.

Hong Kong, Thursday, March 12, 1931.

A NEW ERA.

The prophecy made by Mr. Scott Harston at yesterday's meeting of the Hong Kong Telephone Company that in two years' time a subscriber in Hong Kong will be able to put a call through to another subscriber in Britain, is not the utterance of an imaginalist, but the shrewd and palpable forecast of a local business man whose judgment may be trusted. At first sight it may seem like one of Mr. H. G. Wells's apocryphas that we in this Colony should be able to lift the receiver and whisper words of affection or finance to a friend or a broker (not always the same thing) in London or Manchester or Aberdeen. Yet, we are told, it will soon be an accomplished fact and in time, no doubt, will be so common an occurrence that we shall cease to wonder at it. Fateful decisions in the realm of love or the stock market will be effected by means of long-distance radio telephony and we in this distant "granite cone" (as Dr. E. Z. Minett termed it at a lecture given before the Rotary Club on Tuesday) will become part of that vast and increasing electric nervous system, which already links every part of the Empire in sound and voice.

The possibilities of telephonic communication on such an epic scale are unlimited and in time may have determinative effects on local markets: if you are able to converse with your brokers or agents in Britain by telephone direct, you are saving both time and money and the advantages to your business are tremendous.

Another and equally important step to be taken in the near future is the laying of a new trunk cable between Hong Kong and Canton for the purpose of bringing these cities into direct telephonic communication. It is interesting to learn that already fifty miles of this trunk cable have been laid from the Canton terminal and that the work of laying the balance is being rapidly pushed forward. It is anticipated that the necessary engineering work in connection with this trunk line will be completed by August, when facilities for making thirty simultaneous calls will be available. As we expected, the service has been designed on the most up-to-date lines for both transmission efficiency and speed of operation and—having regard to the large community of interest existing between Hong Kong and Canton—it should be safe to assume that the traffic handled over this trunk line will exceed the most sanguine expectations.

No better tribute to the enterprise and initiative of the Telephone Company could be paid, perhaps, than by saying that in effecting this link with Canton, they are not only writing a vital page of history for this portion of the Empire, but are opening up untold possibilities for British trade. According to the Chairman of the Company, the laying of this trunk cable, which is the first project of that nature to be undertaken in China, will prove the forerunner of a network of communications which will eventually link up all the important cities in China. In the circumstances, it will be readily realised that with the opening up of telephonic communication with Canton, this Colony will be entering upon an era of untold possibilities, and the facilities which all be available, both commercially and otherwise, when that era arrives will confer a very great boon upon the local community. For the planning and commencement of this great task the thanks of the communities of Hong Kong and Canton are due to the Chief Engineer of the Company (Mr. T. Y. Deane) and to the municipal authorities of Canton, for their unstinted co-operation, without which it would have been exceedingly difficult to effect this important project.

The Company are further to be commended on their enterprise in considering the possibility of extending the telephone service to the New Territories, and the statement that automatic ex-

changes will be opened here by the end of this year may be regarded as yet another sign that this Colony is not so backward or so unprogressive as the pessimists have alleged.

News in Brief.

One Chinese case of diphtheria was reported yesterday.

Mr. G. P. de Martin will distribute the prizes in St. Joseph's College at 5 p.m. on Monday, March 23.

The lowest open air temperature yesterday was 55 degrees. The humidity was 52 at 10 a.m. and 59 at 4 p.m.

The General Chamber of Commerce advertise that a new class for beginners in the study of colloquial Cantonese will shortly be formed.

The Naval Armament Supply Officer has notified the Harbour Master that a small quantity of fireworks and small arm ammunition will be fired for proof purpose at the Stonecutters' Rifle Range to-morrow afternoon.

Boarding the s.s. Sealshell, lying at Kowloon Docks, without permission, Wong Chun (55) stated to be a cobbler, came to grief when a ventilator which was being swung into position, struck him and broke his leg. He was removed to the Kowloon Hospital in a serious condition.

At the annual general meeting of the Sino Hindu Merchants' Association, the election resulted as follows:—President—Mr. V. Shewaram (of Pioneer Silk Store); Hon. Secretary—Mr. F. T. Melwani (Pohoonull Brothers); Hon. Treasurer—Messrs. O. K. Gudmal and Watumal.

Cheung Tai-tau, coxswain of the ferry launch Man Shun, has reported to the Police that whilst on a journey from Sham Shui-po to Hong Kong at about 8.30 p.m. yesterday, an alarm was raised to the effect that a Chinese woman passenger had jumped into the harbour. A stop was made, but a search proved fruitless.

There was an appreciative though small audience at the matinee performance of the A.D.C. production, "Art and Mrs. Biddle," yesterday. The performance added further laurels to a clever cast, and if the theme of the play may by some be considered to be a little sordid, there is ample compensation to be derived from the witty lines.

A former Hong Kong resident, Mr. Arthur Akhurst, who has lived in Shanghai for the past 18 years, has returned, having been transferred from the head office of Messrs. Millington, Limited, where he has been Chief Copy Writer. He will be Assistant Manager of the Hong Kong Branch and Superintendent of the Copy Department which the firm is now establishing here. Mrs. Akhurst, M.B.E., has also come to Hong Kong.

Yesterday Chan Lau (25), a woman, was taken to the Government Civil Hospital suffering from wounds to her head, alleged to have been caused when a man assaulted her at 136, Queen's Road. Subsequently, the assailant was arrested, but also conveyed to hospital, suffering from a bullet wound in the left shoulder, which he stated he received during a raid by robbers on his village in November last. The injury had rendered his left arm useless.

MEXICO REVOLT.

DEFEAT OF U.S. NATIONAL GUARDS.

FIERCE BATTLES.

New York, Yesterday.

A message from Mexico City says that General Sandoval, the insurgent leader in Nicaragua, claims to have defeated the United States National Guards in five recent battles, killing 150 of them and capturing munitions.—Reuter's American Service.

DISHONEST EMPLOYEE.

A fine of \$5 or eight days' imprisonment was imposed on Koo Kwan Sang at the Kowloon Magistrate's court this morning, for converting to his own use \$9 belonging to Chun Kang Sang, a tailor, of 29, Nathan Road, Kowloon. About the end of January accused was alleged to have delivered a coat to Miss E. Lopez at No. 4 Ashley Road, receiving \$9 in payment. He kept the \$9 in spite of complainant's request to hand it over.

Accused stated this morning that they agreed to have the money as this amount was owing to him for wages.

WORLD SEA POWER.

(Continued from Page 1.)

treat "Category B Cruiser," with gun calibres not exceeding 6.1 inches—and Destroyer, as being in one category. In that category, France might have in December, 1936, if she built to her maximum, rather more than 190,000 tons of ships for replacement, whilst Italy would have about 151,360 tons.

It was anticipated, however, that the French Government would in addition possess in 1936 a large over age tonnage in that category. The British made it clear during the negotiations that the temporary retention of that tonnage conferred on France no claim to its ultimate replacement and the reservation included in the White Paper adequately safeguarded that position. The extension of life for destroyers had also been provided for.

Submarine Category. Turning to the submarine category, he said that the figure for France in 1936 was not to exceed 81,989 tons, whilst that of Italy would not exceed 52,700 tons. Both the French and Italian Governments agreed not to include any submarines in the 1931 programme and not to lay down any further submarine tonnage before 1932.

Mr. Alexander emphasised the point included in the bases of agreement that Britain considered the figure for submarines submitted by France as being far too high, especially in relation to the British destroyer figure of 150,000 tons in the London Naval Treaty and it was, therefore, necessary to make a reservation that, in the event of a satisfactory solution of this submarine figure the problem not proving possible next year, the right of the British Commonwealth to increase must be maintained.

Concluding, he said that the general concurrence remarking the agreement had been intimated by the United States and Japan, and from all members of the British Commonwealth represented at the London Naval Conference general approval had been received.

Mr. Amery (Conservative), questioned whether Britain was not paying too much to get the agreement and mentioned that in regard to submarines France had 61,900 tons and Italy 52,700 tons as against the total for the whole British Empire of 52,700 tons.

The Naval Estimates.

Speaking on the Naval estimates themselves, which total £51,605,000, Mr. Alexander said that the programme of construction included the commencement of two cruisers of the Leader Class, one cruiser of about 5,000 tons, one Leader and eight destroyers, four sloops, and three submarines, but the orders would not be placed until the first quarter of 1932. The programme was merely the normal instalment of building under the London Naval Treaty and he hoped that progress in the agreed reductions at the World Disarmament Conference next year would enable the Government to postpone, vary, or cancel the different items.—British Wireless Service.

London, Yesterday.

In introducing the Naval Estimates in the House of Commons to-day Mr. A. V. Alexander, First Lord of the Admiralty, stated that the new programme of construction for 1931 provided for the construction of several new ships, including two leader class cruisers, one 5,000 tons cruiser, one leader and eight destroyers, four sloops, three submarines, and one shallow-draught gunboat.

He pointed out that the programme is simply the normal annual replacement programme within the limits of the London Naval Treaty. He hoped that further progress in the agreed reduction would be made at the forthcoming disarmament conference at Geneva and, if so, that the Government would be able to cancel, postpone or vary the different items on the programme which, if fully completed, would cost £500,000 less than the 1930 programme.

Reduction by France.

Mr. Alexander, referring to the Franco-Italian agreement, emphasised the return for France's consent to the limitation of guns on capital ships to 12 inches, and said that the British Government would give the French Government a written assurance that they themselves favoured a reduction of capital ship-guns to a maximum calibre of 12 inches and a substantial reduction of the existing maximum displacement of 35,000 tons.

Mr. Alexander mentioned that Italy's submarine tonnage did not exceed 52,700 tons, including over 5,000 tons for average ships which were irreplaceable. France and Italy had agreed not to lay down any further submarine tonnage before 1935, when they

would be subject to the decisions of the disarmament conference of 1932.

Not Satisfactory. He emphasised that, while from the point of view of His Majesty's Government, the figure of submarines was the least satisfactory part of the agreement, it was a very considerable reduction upon France's original programme. The United States and Japan generally concurred with the arrangements contemplated in the bases of the agreement, and all members of the British Commonwealth who were represented at the London Naval Conference had expressed general approval.

Franco-Italian Agreement.

The Franco-Italian naval agreement shows that before December 31, 1936, France and Italy may respectively complete two capital ships whose displacement shall not exceed 23,333 tons each, their gun calibre not to exceed 12 inches. On their completion France will scrap one ship of the Diderot class and Italy scrap approximately 16,820 tons of first class average cruisers, making a total of 33,640 tons.

The total of capital ship tonnage accorded France and Italy respectively under the Treaty is raised from 175,000 to 181,000 tons. France and Italy may complete respectively 34,000 tons in aircraft carriers before December 12, 1936.

No cruisers with guns over 6.1 inch calibre will be constructed after the completion of the 1930 programme. There will be no further construction of submarines except for the completion of the 1930 programme and the replacement tonnage, becoming over age after December 31, 1931.

Subject to a general revision of the naval question by the disarmament conference in 1931, the tonnage of French submarines shall not exceed 81,989 until December 31, 1936. Members of the British Empire maintained that this figure is too high in relation to their destroyer figure of 150,000 tons under the London Treaty, but they agree not to resort to article 21 of the London Treaty pending the above mentioned revision.

"Pocket Battleship."

Berlin, Yesterday. The Reichstag has adopted the Naval Budget for 1931, including a first instalment toward the construction of a second "pocket battleship."

The Minister of Defence said that he was determined to carry out the naval construction programme.—Reuter.

UNFILIAL SON.

STEALS FATHER'S SEWING MACHINE.

SELLS IT FOR \$280.

In the Kowloon Court Li Cheung (32), this morning sent to jail for one month for stealing a sewing machine, the property of Li Ping-cheung, from the Kai Sheung Knitting Factory in Keelung Street on February 6.

The accused, who is the son of the complainant, pleaded guilty, but made a statement explaining the circumstances surrounding the affair. He said that he was instructed by his father to clean the machine and, on opening it, found that it was out of order. He then took the machine to the Tung San engineering shop accompanied by one of his father's accountants. This shop was unable to repair the machine so he took it elsewhere. On his way back to the factory he met a fooki who told him that his father was looking for the machine, and that the Police had been notified. He then took the machine to his own house. The next day at 4 p.m. he took it out again and sold it to another man for \$280.

Later a fooki told him that inquiries were being made in his direction and he bolted to Yaumati, where he was arrested.

It was alleged that the owner of the machine did not render the Police any assistance in the affair and that he stated that the accused was a fooki employed by him. It was not until later that it was discovered that accused was complainant's son.

On behalf of the complainant, Mr. E. S. C. Brooks applied for the return of the machine, which was granted.

Ten Years Ago.

[From the "China Mail" of March 12, 1921.]

To-day's dollar is worth 2/2 1/2.

The first annual general meeting of the Chinese Young Women's Christian Association was held at 59, Caine Road yesterday. Mrs. Ma Ying-pui, with Miss Nellie Elliot, General Secretary and Miss T. H. Shin, Chinese Secretary presiding. The formal opening of the new hostel, which is now ready for occupation, takes place to-day.

MORE GANGLAND STORIES.

Man Who Failed As A Gunman Killed.

CAPONE'S HOTEL RAIDED.

A picked squad of Chicago's detectives, untouched by underworld corruption, descended on the Rex Hotel, the business headquarters of "Scarface" Al Capone's gang, and succeeded in capturing data connecting with the gangster's activities persons so prominent that the raiders admitted "we dare not even mention names yet."

In the hotel, which is specially wired to give the alarm in the event of a raid, detectives, under the direction of Assistant State Attorneys Charles Mueller and Charles E. Lounsbury, found two safes containing cancelled cheques, lists of alleged bribe takers, documents and ledgers which connected with the gang persons in all walks of life, extending even into Congress.

For four hours the police remained in possession of the hotel, which was run by Dennis "The Duke" Cooney, one of Capone's lieutenants, who is reported to have gone to Florida, leaving George Miller in charge.

During the time the police were in possession of the building fully 300 men sought admittance, including four policemen, who were roundly rebuffed by Assistant State Attorney Mueller. One declared he was ordered to call hourly and watch for violations of the law but never found any, to which Attorney Mueller retorted: "How long have you been blind?"

The proceeds of the raid, which officials call "the most important and astonishing in the history of corruption in Chicago," will be presented to a special grand jury convened to investigate police corruption.

They will find evidence in the records, according to Attorney Mueller, that from the Rex Hotel gangsters were dispatched throughout the city to levy tribute from vice and to pay bribes to persons whose protection they need-



"Why did you leave your last employer?"

"Too timid, sir."

"Eh?"

"Well, he got nerves every time the car capsize."

Smith's Weekly, Sydney.

ed. In addition to records, the safes yielded four loaded revolvers, three police clubs, four blackjacks, and a loaded shot gun as well as cash and jewellery. Fifteen men and six women in the hotel were arrested on suspicion.

Harmless Gangster Killed. Because he was tired of being a mere soup kitchen manager and wanted to "muscle in" on the beer racket, Enrico Bertocchi, known as Chicago's most inoffensive gangster, has fallen before the guns of hired assassins.

Bertocchi was in charge of the soup kitchen which "Scarface" Al Capone opened recently for the relief of Chicago's hungry unemployed, until he was murdered in the customary gangland manner. He was riding along a Chicago street in a motor-car with a dentist friend, when he was overtaken by three assassins in a battered car of the "flying" type.

As the decrepit car drew alongside, that in which Bertocchi was riding, the side screens were raised, two shot-guns were poked out, and two streams of slugs were poured into the body of the unfortunate soup kitchen manager, killing him instantly.

"Treason" to Chief. The murderers' car then sped away, and was out of sight before the police arrived to investigate. The dentist was slightly wounded.

At one time a member of Capone's gang, Bertocchi was transferred to the soup kitchen branch of the business because he failed to show the qualifications of an efficient gunman.

It is learned that Bertocchi, without the knowledge of Capone, recently made arrangements to purchase machine-guns and was planning to enter the liquor racket. The assumption is that he was put on the spot for this act of treason to his chief.

According to underworld reports, Capone himself was not involved in the killing. The overlord is now at his palatial Miami Beach "castle" and reports current here are that he is anxious to keep away from the Chicago underworld for a spell, owing to the frantic police efforts now being made to catch him.

The police view the assassination of Bertocchi as merely an-

other outbreak in the growing war for supremacy in Chicago's West Side liquor racket.

Five Years For Prohibition. Al Capone, king of gangsters, predicts that prohibition will disappear within five years.

"Prohibition has done nothing but make trouble for all of us," he told Mrs. Eleanor Patterson, editor of the Washington Herald. "It is the worst thing that has ever hit this country. If I say I give it no more than another five years, then I'm right, you bet!"

Capone feels very deeply that he is the victim of long and unjustified persecution.

"It is like this," he remarked, rather plaintively. "I don't interfere with big business. None of those big business guys can say that I ever took a single dollar from them. I only want to do business with my own class. I don't interfere with their racket. Why can't they leave my racket alone?"

Tax Charge. "But there they are—always after me, trying to 'frame' me. They got me 'framed' in Chicago. Now, if I don't answer this 'framed' income tax charge, they are going to try and trump up a charge of vagrancy against me. It ain't fair."

During the conversation an aeroplane swooped down low over Capone's palatial estate.

"Aren't you afraid that one of those things will drop a bomb here one of these days?" asked Mrs. Patterson.

"Well, one way or the other," replied Capone, shrugging his shoulders. Mrs. Patterson describes Capone as "one of those prodigious Italians with the neck and shoulders of a wrestler, thick chested, almost six feet tall, with gigantic hands, which, superficially, seem soft from easy living. Nevertheless, they are beautifully manicured."

During the interview, Mrs. Patterson adds, Capone served lemonade, while eight bodyguards ranged silently in the background, smoking, reading, and unostentatiously following their principal through the house while Capone exhibited his luxurious furnishings and splendour.

Jack Diamond's Brother. Austria has consigned into Italian hands a rather unexpected personage—Giovanne Diamond, the brother of Jack Diamond the gangster. The Diamond family is of Italian origin, and although their name has been Americanised it would appear that in the absence of an American passport (or warrant) it is to Italy that Giovanni would be returned.

Giovanne, who has American citizenship but no papers, was arrested as a vagrant at St. Paul, on the Austrian side of the Brenner Pass. Diamond's plan was to attempt to cross the frontier into Italy, where he intended to stay "until America had abolished the Dry regime," which Diamond declared "would be soon." Then he would be able to return to America without fear of the Chicago police.

He was arrested, however, by the Austrian police and lodged in Innsbruck gaol, and was, after a week's detention, released because he had committed no crime on Austrian soil. Before he could continue his southwards trans-Alpine journey, however, he was re-arrested and consigned to the Italian frontier authorities.

SHIPPING AND FINANCE.

The Officers' (Merchant Navy) Federation, in their annual report, refer to a "tendency in recent years for finance to assume the master-ship of shipping, instead of being its handmaiden."

"In the opinion of many," the report proceeds, "we may be witnessing the advent of a process of decentralisation in shipping management, and it is reasonable to suppose that the outlook of the industry will be improved with a return to the position in which shipping was controlled by shipping experts rather than by financiers."

"In this connection there has been an encouraging number of cases in recent years in which experienced ship-masters have been appointed to positions in the management of shipping companies and to directorships."

Over 500 orders for pure-bred sows for breeding purposes have been received by the Department of Agriculture since Hon. Robert Weir announced the new policy in November. It is reported by A. A. MacMillan, chief of the sheep and swine division of the department, who remarked that the actual orders are supplemented by many new enquiries and that Saskatchewan and Alberta are at present in the lead, due, it seems, to an abundance of feed in those provinces.

Reviewing conditions in New Brunswick during the past year, Premier Baxter stated that agricultural production, on the whole, was good and the output of animal products maintained whilst an increase was shown in dairy production. The value and importance of co-operation in agriculture was evident, he said.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Social Functions.
To-day—Tea Dance at Hong Kong Hotel.

To-night—Dinner Dances at Peninsula and Hong Kong Hotels.

To-morrow—S.P.C.A. Carnival, Peninsula Hotel.

March 17—St. Patrick's Society's Ball, Peninsula Hotel.

March 20—Yorkshire Society's Dinner.

Entertainments.
To-day—Queen's Theatre.
"So This is London."

To-day—Central Theatre.
"Hit The Deck."

To-day—Majestic Theatre.
"Little Accident."

To-day—Star Theatre.
"Firemen Save My Child."

To-day—World Theatre.
"When a Brother Sacrifices." (Chinese picture).

To-morrow—"Art & Mrs. Bottle" by A.D.C. Theatre Royal 9.15 p.m.

To-morrow—Concert, Helena May Institute, Kowloon.

Sports.
See Diary on page 8.

Meetings.
To-day—Hong Kong Club Members, 5.30 p.m.

March 16—A. S. Watson & Co., Ltd., Hong Kong Hotel, 11.30 a.m.

March 18—Green Island Cement Co., Exchange Building, 11.30 a.m.

March 18—Dairy Farm Ice & Cold Storage Co., Ltd., 2, Lower Albert Road, noon.

March 20—Hong Kong Automobile Association, Jardine Matheson Board Room, 5.30 p.m.

Home Malls.
To-morrow—Inward from Europe via Suez (Karmala); from Europe via Siberia (Khyber); from America and ports (President Pierce); Outward for Europe via Siberia (Karmala), 6 p.m.

Saturday—Outward for Europe via Marseilles (Khyber), 10.30 a.m.

Lammert's Auction.
March 18—At 8, Peak Mansion, household furniture, 10.30 a.m.

Miscellaneous.
To-day—Lecture by Mr. A. M. Bowes-Smith, Cathedral Hall 5.30 p.m.

March 23—St. Joseph's College prize distribution, 5 p.m.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W., on a wavelength of 365 metres.

5-8 p.m.—European Programme of Victor Records.

5-5.40 p.m.—Operatic.
Pearl Fishery—Selections (Bizet arr. Crestador).

Creator's Band (30001-2).
Samson & Delilah—My Heart at the Sweet Voice (Saint-Saens);
Trovatore—Fiera Flammae are Soaring (Verdi); Louis Homer, Contralto

Cavalleria Rusticana—Selections (Mascagni).

Creator's Band (35815).
Pagliacci—Gems (Leoncavallo);
5.40-5.55 p.m.—Organ Solos.

Pilgrim's Song of Hope (Battiste) (This Record is by Special Request);
Lobestraum (Liszt);
Henry Gordon Thumder (35832).

Prelude in C Minor (Chopin);
Largo (Handel);
Archer Gibson (35972).

5.58-6.23 p.m.—
Variations on a Theme by Haydn (Brahms);
London Symphony Orchestra (9287-9).

6.23-7.07 p.m.—European Children's Programme from the Studio.

7.07 p.m.—Stock Quotations.

7.10-8 p.m.—A Concert.

Song—
Le Hère the Gentle Lark (Shakespeare & Bishop);
Swiss Echo Song (Eckert);
Marion Talley, Soprano (5593).

Violin Solo—
Berenice in G Major (Arensky);
Minuet in G (Bach);
Mischa Elman (1484).

Song—
Come to the Sea,
Pimpinella (Tschakovsky);
Pianoforte Solo—
Chorale (Bach);
Improvisation in A Flat (Chopin);
Harold Baur (1373).

Song—
a. Clavellito (Carnations) (Valverde);
b. Estrellita (Little Star) (Manuel Ponce);
Russian Nightingale (Alabieff);
Madam Amelita, Galli-Curci (Soprano) (1440).

Violin Solo—
Caprice in E Flat Major (Wieniawski-Kreisler);
Vocalise (Rachmaninoff-Fress);
Mischa Elman (1894).

Song—
Stornelli, Marini (Song of the Sea) (Mansueti-Mansueti);
Canto Po. Me (Sing for me) (Bovi-Curtis);
Beniamino Gigli, Tenor (1403).

8-10.30 p.m.—Chinese Studio Concert.

9 p.m.—Weather Report, Local Time, etc.

10.30 p.m.—Close Down.

NEW ADVERTISEMENTS

1931-1932

SEALED TENDERS will be received at the R.N. HOSPITAL, until 10 a.m. on the 20th March, 1931, from persons desirous of Supplying Beef, Mutton, Fowls, Pork, Brand, Cheese, Pure Cow's Milk, Ice, and other Provisions, and necessaries for the year ending 31st March, 1932.

Printed Forms of Tenders and further Particulars can be obtained at the R.N. Hospital.

The right to reject the lowest or any tender is reserved.

THOS. WM. MYLES,
Surgeon Captain, R.N.

R.N. Hospital, Hong Kong,
12th March, 1931.

NOTICE.

HONG KONG AUTOMOBILE ASSOCIATION.

THE ANNUAL GENERAL MEETING will be held in the Board Room of Messrs. Jardine, Matheson & Co., Ltd., on FRIDAY, March 20, at 5.30 p.m.

HONG KONG GENERAL CHAMBER OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

A NEW CLASS for BEGINNERS in the Study of Colloquial CANTONESE will shortly be formed.

Full Particulars may be obtained from the Undersigned.

M. F. KEY,
Secretary.

Hong Kong, March 10, 1931.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction

ON WEDNESDAY, March 18, 1931, commencing at 10.30 a.m., at No. 8, Peak Mansion,

A Quantity of VALUABLE HOUSEHOLD FURNITURE

On View from Tuesday, March 17, 1931.

Terms:—Cash on Delivery.

LAMBERT BROS., Auctioneers.
Hong Kong, March 12, 1931.

WATER RETURN.

The level and storage of water in our reservoirs on March 1, 1931, is as under:—

City and Hill District.

1930 1931
Tytam 13' 7" B 24' 11" B
Tytam Bywash 2' 1" B 28' 2" B
Tytam Intermediate 34' 10" B 36' 3" B
Tytam Tuk 44' 9" B 32' 1" B
Wong Nei Chung 24' 11" B 24' 6" B
Pokfulam 13' 0" B 21' 0" B

(Note: B denotes "Below Overflow"; L denotes "Level with Overflow".)

Storage in millions and decimals of gallons.

1930 1931
Tytam 279.30 205.31
Tytam Bywash 1.03
Tytam Intermediate 53.14 49.47
Tytam Tuk 553.75 754.58
Wong Nei Chung 6.69 6.93
Pokfulam 27.24 22.50

Total 921.15 1,038.79

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of February.

1930 1931
Consumption 184.19 201.34
Estimated population 440,300 450,620

Consumption per head per day 14.9 15.9

February, 1930.—From February 1 to 28, a 12 hours supply (6 a.m.—5 p.m.) was given to all Rider Main Districts (Principal Mains closed 6 p.m.—6 a.m.).

February, 1931.—From February 1 to 28 a constant street fountain supply was operated in all Rider Main Districts excepting 3 days (15—18th inclusive) when a Full Supply was given on account of Chinese New Year.

Kowloon.

1930 1931
Kowloon Reservoir 0' 4" B 14' 0" B
Shek Lai Pui Reservoir 10' 1" B 5' 7" B
Reception Reservoir 2' 7" B 11' 8" B
Storage in millions and decimals of gallons.

1930 1931
Kowloon Reservoir 289.78 232.06
Shek Lai Pui Reservoir 75.72 94.60
Reception Reservoir 24.40 6.22

Total 394.90 332.72

Consumption of water in Kowloon in millions and decimals of gallons during the month of February.

1930 1931
Consumption 100.25 117.54
Estimated population 174,100 179,140

Consumption per head per day 20.9 23.4

Constant supply in all districts during February, 1930 and 1931.

The Government Analyst's reports show that the quality of the water is satisfactory.

Total rainfall: February 28, 1930, 1.60; February 28, 1931, 27.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 16th day of March, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Taul, in the Colony of Hong Kong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale. Boundary Measurements. Containing in Sq. Ft. or About. Annual Rental. Value.

As per sale plan, 10,820 sq. ft. 27.15

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As per sale plan, 10,820 sq. ft. 27.15

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White Drill & Pique

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FRIDAY,

13TH MARCH.

S.P.C.A. BALL.

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PENINSULA HOTEL.

TICKETS \$7.50. PRIZES FOR BEST COSTUMES.

ARRANGE YOUR PARTY NOW.

CAN BRITAIN RETAIN WIGHTMAN CUP?

Likely Candidates for Inclusion.

IN AMERICA THIS YEAR.

Although nothing definite has yet been done towards building up our Davis Cup team for 1931, our women players have already had one or two try-outs for the Wightman Cup match with U.S.A., which will this season be played in America.

Last Summer, after a thrilling finish on the centre court at Wimbledon, our girls won back the trophy which they lost to America in the previous season, making the total wins equal at four all.

Of recent years the American girls, through the supremacy of Mrs. Helen Wills-Moody in singles, have usually triumphed in their own country, and in order to gain the lead we shall have to send out our very best team, writes H. R. McDonald in the Evening News.

Owing to the fact that the match is never staged in the U.S.A. until August, the selectors will have the form of our players in the Wimbledon championships to guide them, but more often than not the selectorial mind is made up long before that time. This is rather a pity, for current form is the best of all data.

Foreign Conditions.

One of the chief things which has to be considered is the ability or otherwise of a player to reproduce her best form in a strange country under unfamiliar conditions. Miss Betty Nuthall, who was passed over by the selectors for the Wimbledon match last June, always plays well in America, but other players one could mention have not been very successful on U.S.A. courts.

The heavier ball and humid atmosphere are essential conditions for hard hitters. The beautiful stylists who "stroke" the ball with so much success in this country are often at a loss over there.

Whatever the tournaments may reveal as regards singles form, it is not really a bad idea for the selectors to decide upon the two doubles pairs they will need for the Wightman cup at the earliest possible, so that the players can get plenty of practice together.

At the moment, and in spite of the number of players who are being tried out by the selectors, it rather looks as if the team will have to be built up round Mrs. Holcroft Watson and Mrs. Godfree, that is, providing both these players can go to America.

Doubles Question.

Unless Mrs. Mitchell finds it convenient to make the trip and renew her very successful championship partnership with Mrs. Watson—they won both the British and American titles in 1929—it would be just as well if Mrs. Godfree and Mrs. Watson paired up again, as they did in the cup match at Wimbledon last Summer.

I am quite prepared to see Miss E. H. Harvey, who is a good doubles player, in the team again, and in the possible absence of Miss Fry—now Mrs. Lakeman—who has not yet returned to the courts, a new player will have to be found to complete our second pair.

For this job a volleyer, I think, will be necessary. It is true that Mrs. Holcroft Watson, who may partner Mrs. Godfree, is not a volleyer; but then Mrs. Watson is a very clever baseline player who knows better than any other woman in England how to make openings for a partner at the net.

But Miss Harvey I think, will need a volleyer to help her, and in this connection the names of Miss Nuthall, Miss Dorothy Round, Mrs. Fearnley Whittingall, and Mrs. J. B. Pittman readily occur.

Betty Nuthall.

It may be that Miss Nuthall will be the choice of the selectors, for the present singles champion of America is equally at home in both varieties of the game.

If Mrs. Godfree, whom everyone hopes will be able to make the trip, decides not to play in singles, then Miss Nuthall would make a useful No. 2 to Mrs. Watson, leaving the third single to, say, Miss Mudford or Miss Healey.

With a side consisting of Mrs. Godfree, Mrs. Holcroft Watson, Miss E. H. Harvey, Miss Betty Nuthall, Miss Phyllis Mudford and, say, Miss Round and Mrs. Pittman in reserve, I think we can retain our hold on the cup, even in America.

While on the subject of the Wightman Cup I would like to suggest once again that the time has come for this competition to be extended to take in the women players of France, Germany, South Africa and Australia.

The Davis Cup started with America and ourselves, and grew into one of the greatest and most sporting competitions in the world. There are similar possibilities for the expansion of the Wightman Cup.

Sport Columns

HOME FOOTBALL LEAGUES.

Arsenal's Victory at Leeds.

"WOLVES" BEAT PORT VALE.

Visiting Leeds United in the First Division of the English League yesterday the Arsenal captured full points by the odd goal in three.

In the Second Division Wolverhampton Wanderers, playing at home, defeated Port Vale by a trio of goals.

A couple of matches were played in the First Division of the Scottish League. The Hibernians secured full points at the expense of Queen's Park, but Kilmarnock were obliged to share the spoils with Falkirk.

Results as cabled by Reuters:—

ENGLISH LEAGUE

Division I. Arsenal 2 Leeds United 1

Division II. Wolves 3 Port Vale 0

SCOTTISH LEAGUE.

Hibernian 4 Queen's Park 2

Kilmarnock 1 Falkirk 1

REVISED TABLES.

English League—Division I.

P. W. D. L. F. A. Pts.

Arsenal 32 21 8 3 103 46 50

Leeds United 31 19 8 6 104 46 46

Wolverhampton 32 17 8 9 82 62 40

Derby 31 15 7 9 78 62 37

Sheff. Wed. 31 15 7 9 78 62 37

Sheff. U. 31 13 10 8 65 55 36

Liverpool 32 13 9 10 73 65 35

Huddersfield 31 13 8 10 66 56 34

Middlesbrough 33 14 6 13 72 67 34

Blackburn 33 13 7 13 70 61 33

West Ham 32 13 6 13 70 71 32

Sheff. U. 32 11 9 12 65 58 31

Newcastle 32 13 4 15 67 70 30

Sunderland 31 10 9 12 72 72 29

Leicester 32 13 3 16 67 77 29

Chelsea 31 10 8 13 52 55 28

Grimby 33 12 4 17 61 73 28

Birmingham 31 9 9 13 46 57 27

Bolton 32 9 8 15 44 56 26

Blackpool 32 8 8 16 53 101 24

Leeds 33 9 5 19 56 72 23

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RUGBY FOOTBALL.

THE CLUB "A" DEFEAT H.M.S. CUMBERLAND.

DISAPPOINTING GAME.

(By "Scrum Half")

With a comparatively unknown Club against the field yesterday afternoon H.M.S. Cumberland I expected a fine struggle for supremacy. This delusion was, however, quickly dispelled as the result of the early Club superiority at forward. Invariably the side possessing the best pack emerges the victors; yesterday's game was no exception.

The Club forwards were quick on the ball in the loose and they used their weight to advantage in the tight scrummages. I was not altogether impressed by the speed at which the ball came out of the tight scrummages, but that can be accounted for by the fact that once the Club hooker had gained possession, the middle and back rows eased up in their shoving. This is a common failing in local "Rugger" circles and should be overcome before developing into a habit.

In the line outs the Naval forwards were not over rigid in their marking of their men, and thus allowed the Club three-quarters a big advantage. Poor tackling and frequent knock-ons were other features of a truly disappointing game.

Results:—

Club (5 goals, 2 tries) 31 pts.

H.M.S. Cumberland 0 pt.

FANLING RACES.

ENTRIES FOR THE MARCH MEETING.

The following are the entries for the meeting of the Fanling Hunt and Race Club, to be held at Kwantai on Sunday, March 22:—

The March Maiden Steeplechase—1½ Miles. For China ponies that have never won a Steeplechase. Weight for inches as per scale plus 5 lbs. Ponies that have started at Kwantai this season allowed 5 lbs. Winner: A Cup with \$50 added; 2nd \$50; 3rd \$25.

Christmas Belle (152 lb.), Diana (152), Gay Caballero (155), Gay Crusader (163), Good and Hot (149), Heretofore (149), Royal Flush (149).

The Spring Handicap Hurdle Race—1½ Miles. For China ponies. Top weight not to exceed 170 lb. Bottom weight not to be under 145 lb. Winner: A Cup with \$50 added; 2nd \$50; 3rd \$25.

Christmas Belle (155), Christmas Frolic (163), Drumm Fhad Mhor (164), Fifty Fifty (160), Gay Caballero (160), Mike (170), Mongolian Stag (150), Royal Flush (170), San Francisco (150), The General (158), The Partridge (150), Young Pretender (150), Zephyr (150).

The Fanling Grand National and Pierce Grove Memorial Cup—A Handicap Steeplechase of 2½ Miles. For China ponies. Top weight not to exceed 170 lb. Bottom weight not to be under 145 lb. Winner: A Cup with \$50 added; 2nd \$50; 3rd \$25.

As You Like It (150), Blotting Paper (145), Chama (161), Christmas Belle (155), Christmas Frolic (163), Fifty Fifty (160), Gay Crusader (164), Marquis Hall (161), Royal Flush (165), The Partridge (150).

The Hunan Stakes—A flat race of 1 mile. For Sub-Griffins of the H.K.J.C. 1931 season that were not placed in the annual meeting and have not won since. Weight for inches as per scale. To be ridden by novice jockeys who shall carry a penalty of 2 lb. for each win they have had on the flat. 1st prize \$250; 2nd \$100; 3rd \$75. Entrance \$5. Post Entries.

This race is open to all members and lady racing members of the Jockey Club as well as members of the Fanling Hunt and Race Club.

The Governor's Cup (Unofficial)—Over approximately 2 miles of fair hunting country, starting and finishing on the Steeplechase Course. For China ponies certified by the master of the Drag as having been fairly and regularly hunted. Winners of any official race (including hurdle races and steeplechases) since October 1, 1930, are excluded. Weight 168 lb. Winner: A Cup presented by H.E. the Governor; 2nd and 3rd silver souvenirs.

Bay Rhum (168), Bertram (168), Black (168), Carriere (168), Charleston (168), Country Club (175), Duke of Noibling (168), Fanling Stag (168), Fernleaf (175), Grey Mouse (168), Hefty (168), Heretofore (168), Inshallah (168), Joseph (168), Nugget (168), Peterkin (168), The Goods (168), The Ptarmigan (168), White Stars (168).

MODERN RUGBY IS UNINSPIRING.

Games That No Longer Sparkle.

DEFENCES TOO GOOD.

International Rugby football threatens to reach a stage of dead-level equality among the five competing countries, writes Elmo of the Daily Express. Each is as uninspired in the aggressive arts of play as any of its rivals.

The process, I fear, will lead, not to a levelling up but a levelling down. Our international players are forgetting how to score tries. Defence, in recent matches, has proved too strong for offence. "Spoiling" play is spoiling the play.

I write in this pessimistic vein after witnessing that thrilling finish at Twickenham when England were winners, losers, and snuffers of their game with Wales, all in the last five minutes. I am, perhaps, an ungrateful curmudgeon, but, to be honest, once the effect of the excitement had worn off, memory of the play in general left me dimly depressed.

Lack of Brains. The playing standard was not high. I would put the number of absolutely first-class players on the field at no more than a dozen, judging solely by Saturday's form. A first-class player is one who knows how to be effective in attack and defence. Our "moderns" seem to have cultivated defence at the expense of attack; either that, or some of them lack the brains to make themselves really thrustful, try-scoring footballers.

We see too much of the close-marking, cancel-out-your-opposite-number stuff in the game nowadays. We had too much of it in the latest England v. Wales match. I do not forget the bright movements which led to the Welsh tries, and I remember some splendid runs by Buriald, Barrington, McCanlis, Boon, and others, but I maintain that the game as a whole was ruled in too great a degree by destructive, not constructive, tactics.

Where Are They?

Where, in any of the Rugby-playing countries, are the speedy, aggressive wing three-quarters? Where have we the successors to such opportunist "open" forwards as C. H. Pillingham, Tom Voece, and Joe Periton, who with half a chance, were always up to score? Wing three-quarters and wing forwards in the "new" international football do not shine to the same extent. They are villains and victims in one of a "safety first" style of play, which, if persisted in, will make international matches scarcely worth the watching.

The "disease" of levelling down is epidemic. Twickenham has it badly—no score last season in the dullest Calcutta Cup match ever played, and now another drawn game between England and Wales, who shared twenty-two points, yet could score only three tries between them. And one solitary try was the complete "bag" in the France v. Ireland match on New Year's Day.

Why cannot we have joyous "Harlequin" football in international battles? Teams go all out to pile on the tries, risking defensive lapses, in club games, but the internationalists seem doomed to be governed by a cautious "Test match" spirit, akin to that of unlimited cricket.

Low Scoring.

I am not inventing all this. The ten international matches played last season produced a total of twenty-six tries and 128 points all told. A jump back of ten years, and we find that the figures for 1919-1920 were thirty-six tries and 180 points. Fifty-one tries were scored in nine matches—Scotland and France having "parted brasses"—in 1913-4, the last of the pre-war seasons.

The wing forwards and other players of those far off days had not developed the arts of stopping and spoiling to the point which now makes any international game any one's game—and liable to be a dull game at that.

Some of the scoring at Twickenham on Saturday called up memories. One seldom sees a goal kicked from a mark in modern Rugby. Powell's successful shot was, I believe, one of only three mark goals scored in the international tournament since the war. L. J. Corbett opened the scoring for England against Wales at Twickenham in 1927 by dropping a goal from a mark, and a mark by W. G. E. Luddington at Colombes in 1925 earned three points for England against France.

The wonderful penalty goal by B. H. Black, which saved England in the last minute of Saturday's match, will be talked about for many years. His great shot at long range recalled the two penalty kicks by Douglas Morkel which gave the 1912-3 "Springboks" their victory over England, also at Twickenham. Black, too, is a South African, and an interesting point of similarity with Morkel's method is the very short run up before the shot at goal.

Our Sports Diary.

LOCAL.

LAWN TENNIS—To-day—H.K.C.C. Tournament. FOOTBALL—To-day—Hong Kong Police v. Shanghai Police, H.K.F.C. Ground, 4.15 p.m. Saturday—First Division—Police R.C. v. Chinese Athletic; Royal Artillery v. Kowloon F.C.; Club v. Navy; Borderers v. Club de Revere; South China A.A. v. Argyle. Sunday—South China A.A. v. Shanghai Police, Caroline Hill, 4 p.m.

March 21—Shield Matches. April 18—Sunday Herald Charity Cup Final—Scotland v. China.

GOLF—Friday—Final of Captain's Cup (Ladies), Fanling; Hong Kong Police v. Shanghai Police, Happy Valley.

Sunday—Ladies' Championship Final, Old Course, Fanling. Monday—Garrison Officers' Annual Meeting, Fanling.

Tuesday—Ladies' Section Prize Day, Fanling. Wednesday—Garrison Officers' Annual Meeting, Fanling.

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and private gar-
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POST OFFICE NOTICE.

INWARD MAILS

THURSDAY, MARCH 12.	
Shanghai and Swatow	Szechuen
FRIDAY, MARCH 13.	
Shanghai and Europe via Siberia (London, Feb. 21)	Khyber
Europe via Suez (Letters and Papers, London, Feb. 12 and Parcel, Feb. 5)	Karmala
Australia and Manila	Tai Ping
U.S.A., Canada, Japan & Shanghai (Seattle, Feb. 21)	President Pierce
SATURDAY, MARCH 14.	
Shanghai and Europe via Siberia (London, Feb. 23)	Saraland
Shanghai and Swatow	Sui Yang
SUNDAY, MARCH 15.	
U.S.A., Canada, Japan & Shanghai (Seattle, Feb. 18)	Hiye Maru
Caleutta and Straits	Kut Sang
Shanghai and Amoy	Tjibadak

OUTWARD MAILS

THURSDAY, MARCH 12	
Amoy	Chung King 3.30 p.m.
Samahul and Wuchow	Tai Ming 4 p.m.
FRIDAY, MARCH 13.	
Hoihow, Pakhol and Halphong	King Yuan 10.30 a.m.
Amoy	Tai Yuan 11.30 a.m.
Swatow, Amoy and Foochow	Haiyang 1 p.m.
Straits and Caleutta	Sui Sang
Parcels	Mar. 13, 1 p.m.
Karmala	Letters 2 p.m.
Registration	Mar. 13, 5 p.m.
Letters	Mar. 13, 6 p.m.
Shanghai and Europe via Siberia	Khyber (Due Marseilles, Apr. 11)
K.P.O.	
Parcels	Mar. 13, 4.30 p.m.
Registration	Mar. 14, 9 a.m.
Letters	Mar. 14, 10 a.m.
SATURDAY, MARCH 14.	
Japan and Victoria, B.C.	Teucer 10 a.m.
Amoy	An Shun 5 p.m.
SUNDAY, MARCH 15.	
Bangkok via Swatow	Kwangchow 9 a.m.
Swatow, Amoy & Formosa	Canton Maru 9 a.m.

*Superscribed correspondence only.

SMART RUSE.

SUSPECT THREATENS TO SHOOT CONSTABLE.

BUT HAS NO ARMS.

The Police reports this morning furnished an amusing incident, which occurred in Kowloon City. An Indian Police Sergeant reported that whilst on duty near Au Pui Lung at about 3.20 a.m., to-day, he heard Police whistles being sounded. Later he saw a man running, and he beckoned to him to stop. The man, who is believed to have stolen clothing in the vicinity, replied to the Sergeant "If you follow me I will kill you." Thereupon the Sergeant pulled out his revolver and fired three shots at the man, all of which missed him. Two Chinese constables finally caught the culprit, who when searched, was found to have no firearms.

COMPANY REPORT.

HONG KONG FIRE INSURANCE CO., LTD.

We are officially informed that the General Managers and Consulting Committee of the Hong Kong Fire Insurance Co., Ltd., will recommend, at the forthcoming meeting of shareholders to be held on March 26, the payment on account of the year 1929 of a dividend of \$50 together with an "Exchange" bonus of \$10 per share, absorbing \$400,000, to pass the balance of \$113,587.77 to the credit of Reinsurance Fund, and to carry forward \$769,996.61 in respect of the year 1930. They wish it to be understood, however, that the continuance or otherwise of the bonus, in the whole or in part, will depend entirely on Exchange and it should not be viewed in any other light than that of a temporary measure.

CHARTERED BANK DIVIDEND.

The following cablegram was received to-day, by the local branch of the Chartered Bank of India, Australia & China, from their Head Office in London:—"At annual meeting of shareholders Board of Directors will recommend final dividend at rate of 14 per cent. per annum together with bonus of 6s. 3d. per share both subject to Income tax; \$30,000 set aside to meet contingencies; \$187,597 9s. 0d. carried forward."

POLICE GUARD CHINESE CONSUL.

Protection Necessary From Attack by Reds.

The Manila police on March 2 made preparations in order to insure adequate Police protection to K. L. Kwong, new Chinese Consul-General in Manila, whose life is being threatened by some Chinese Communists in Manila. This action of the Police was based by them of the plot by Chinese Reds of the city to kill him. Information gathered by police revealed that about 50 Chinese Reds gathered at a meeting at headquarters in Call San Fernando and decided to "do away" with the new Chinese Consul-General. It was also learned by the police that these Chinese have agreed to kill Lim Son and Chen You Hwon, two dignitaries of the Chinese Kuomintang Party who recently arrived in Manila to make a survey of the local affairs of the party. Several detective and plain clothes men have been assigned to trace the movement of the Chinese Reds and also keep a watch of their headquarters. Other police officers are hot on the trail of three unidentified Chinese who were committed by the Chinese Reds at the meeting on March 2 to handle the killing of the Chinese consul and the two arrivals from China.—Manila Bulletin.

CEYLON'S POSITION.

RELATION OF EXECUTIVE AND STATE COUNCIL.

STATEMENT IN HOUSE.

Rugby, Yesterday. In reply a question in the House of Commons the Under Secretary for the Colonies, Dr. Drummond-Shields, stated that it was hoped to issue in a few weeks an order in Council relating to the constitution of Ceylon, containing provisions for the Government's relations between the Executive Committee and the State Council. The relations between the committees and Departments would be defined in a statement to be issued by the Governor.—British Wireless Service.

CAPETOWN FLIGHT.

BRITISH R.A.F. TROOP PLANES RETURN.

12,000 MILES COVERED.

Rugby, Yesterday. The Royal Air Force Victoria Troop Carriers which left Cairo on January 12 on a flight to Capetown and back, reached Heliopolis Aerodrome to-day, having completed a flight of nearly 12,000 miles to schedule. Each machine is driven by two Napier 530 horsepower motors.—British Wireless Service.

U.S. SMOKING MORE?

PROSPEROUS YEAR FOR TOBACCO COMPANY.

NET EARNINGS, \$43,250,000.

New York, Yesterday. The American Tobacco Company has announced that the net earnings for 1930 amount to over \$43,250,000. This is the largest earning in the Company's history and represents an increase of 43 per cent. over the net earnings of 1929.—Reuter's American Service.

BALKAN 'QUAKE.

JUGO-SLAVIAN DEATH ROLE ONLY 31.

Belgrade, Yesterday. The Ministry of the Interior states that the death toll in the recent earthquake was 31 persons.—Reuter.

HOTEL GUESTS

AT THE HONG KONG HOTEL.

March 10, 1931.
M. Armand, R. Adair.
H. W. Benham, Mrs. J. A. Berthet, James H. Backhouse, J. E. Barnes, K. B. Bauer.
R. T. Cherrill, Miss E. M. Cochrane, Miss Booth, Capt. C. Clarke, Comdr. Casseville.
W. H. Davis, B. Davis, J. H. Davy.
N. Gell.
Mrs. Hanna, H. Hutchen, Mrs. W. Holford, B. Henderson.
J. E. Joseph.
Miss H. Lillie.
O. Morgenstern, I. W. Mordohovitch, H. H. Muller.
W. R. New, H. W. Newland.
Mr. and Mrs. Ohland.
W. R. Rickett.
W. H. Spencer, W. Smith, Henry Schule.
Mr. and Mrs. Tong Shao-yi.
R. L. Wyllie, A. Wagner, Dr. A. Westharp.

IS YOUR NAME HERE?

Mail has been received at the American Consulate-General for the following persons:—
C. Barrios, G. G. Bradford, L. Bruce, P. Dry, Mrs. L. Garland, E. P. M. von Gehren, T. F. Haskell, E. Hastings, A. V. Hogan, Mrs. S. E. Johnson, G. H. Koster, H. A. Lane, F. C. MacLean, A. M. Martin, I. C. Moller, C. E. Olivarius, A. R. Preston, O. Sika, H. D. Talbot, Wardley, S. A. Zweifel.

EXCHANGES.

TO-DAY'S QUOTATIONS

On London	
Bank, wire	1/— 1/4
Bank, on demand	1/— 1/4
Bank, 4 months' sight	1/— 3/16
Credits, 4 months' sight	1/— 13/16
Documentary, 4 months' sight	1/— 15/16
On demand	625
Credits, 4 months' sight	665
On New York	
On demand	24 1/2
Credits, 60 days' sight	25 1/2
On Bombay	
Wire	67 1/2
On demand	67 1/2
On Calcutta	
Wire	67 1/2
On demand	67 1/2
On Singapore	
On demand	43 1/2
On Shanghai	
On demand	40 1/2
On Shanghai	Tls. 76 1/2
Dollar	4 1/2 dis.
On Yokohama	
On demand	49 1/2
Sovereigns (Bank's buying rate)	
Silver (per oz.)	1/— 3/4
Bar Silver in Hong Kong	1/— 13/16
Nominal	
Copper Cash	Nominal
Copper Cents	3 1/2 prem
Rate of Native Interest	
Chinese Sub. Com.	3 1/2 p.a.
Hong Kong Sub. Com.	2 1/2 dis.

LONDON EXCHANGES

Rugby, Yesterday.	
Paris	124.14 1/2
New York	4.85 27/32
Brussels	34.86
Geneva	25.25
Amsterdam	12.12
Milan	92.74 1/2
Berlin	20.4
Stockholm	18.14 1/2
Copenhagen	18.16 1/2
Oslo	18.16 1/2
Vienna	34.65 1/2
Prague	164
Helsingfors	193
Madrid	44.4
Lisbon	108.25
Athens	376
Bucharest	217
Rio	4 1/2
Buenos Aires	38 11/16
Montevideo	37 1/2
Bombay	1/5 13/16
Shanghai	1/3 1/2
Hong Kong	11 1/2
Yokohama	2/— 13/32
Silver Spot	13 15/16
Silver Forward	13 1/2

MRS. J. E. ANDERSON.

FUNERAL AT THE PROTESTANT CEMETERY.

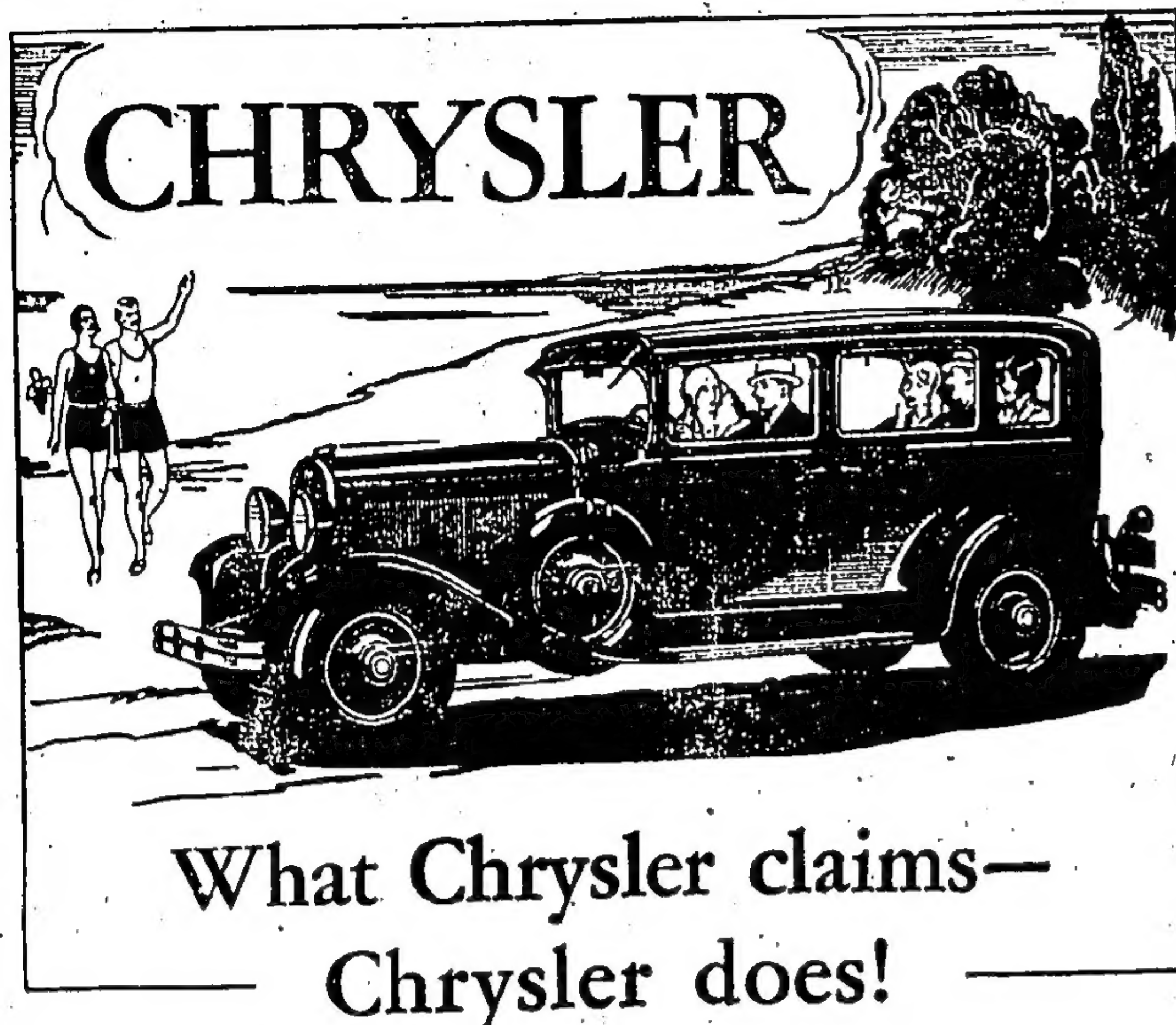
The funeral of Mrs. J. E. Anderson, wife of Mr. J. E. Anderson, of the Anderson Music Co., took place at the Protestant Cemetery, Happy Valley, last evening. The Rev. J. Horace Johnston conducted the service at the graveside and there was a large attendance of friends to pay their last tribute. The chief mourners were Mr. J. E. Anderson (husband), Miss Jean Anderson (daughter), and Mr. and Mrs. W. J. Anderson (brother and sister-in-law). Others present included Mr. and Mrs. Hunter, Mr. and Mrs. D. Harvey, the Misses Smith, Nicol, Avenall, and Sousa, and Messrs. H. J. Fountain, Simmons, F. P. Lenfesty, H. Overy, W. Hyde, J. Hyde, E. Murphy, G. Nuchanan, C. Pryce, F. Angus, H. Angus, A. W. Eastman, Auckland, E. Alnsale, D. Tolan, W. L. Miller, H. B. Ramsey, Muir, R. Pestonji, M. M. de V. Soares. Floral tributes were sent from:—Husband and daughter, Mother, Ben and William, Bill and Margaret, Billy and Bees, and many friends; also from:—Staff of Messrs. Anderson Music Co., the Directors and Staff, Messrs. Lane, Crawford, Ltd., Advertising Department, Vacuum Oil Co., Mackintosh & Co., and Gande, Price and Co.

HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations 12th March, 1931.

STOCK	Buy- ers	Sell- ers	Sales	Non-	Fls. year	Last dividend and when paid
Banks.						
Hong Kong Bank	\$	2030	2010	2030	Dec.	[Final 23 June 1931 at 1000 1/2 (11/2 1/2

MOTORISTS—THIS IS YOUR PAGE



CHRYSLER

What Chrysler claims— Chrysler does!

Chrysler is the proved and accepted embodiment of the best there is in speed, pick-up, silent power, hill-climbing, smoothness and safety...

All of Chrysler's popularity, prestige and success is due entirely to what Chrysler cars actually are and what they actually do. With Chrysler,

it's results, not promises; performance, not claims.

Take your ride in a Chrysler and sense that very definite something which makes a Chrysler a Chrysler... that something which is so different, so much more thrilling... that something which inspires a pride of ownership all its own.

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TEL. 25674.

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... this cross sectional diagram clearly illustrates 7 Points of Superiority which the Air-Flight Principle Tires by Fisk alone can offer you.

The De Luxe, Rugged and Fisk, each a First Quality, Fisk, embodying all of the exclusive improvements of the new Air-Flight Principle of tire construction. They represent the utmost that your tire money can buy in their respective price fields. Their larger air-chamber, carrying more air at a lower pressure—their carcass, constructed of Fisk's patented and exclusive All-Cord—their flexible sidewalls of live rubber—their streamlined tread, multiple cable bead and greater road contact—the combining of all these new and exclusive features—result in still another—The Air-Flight Balance.

FISK'S 7 POINTS OF SUPERIORITY

- 1. Larger Air Chamber**
Carrying more air at a lower pressure—It brings a new and far better representation of Riding Comfort allowing your car to ride low on the road and more on the air.
- 2. All-Cord Process**
A patented Fisk development which reduces internal friction and adds strength without rigidity or weight.
- 3. Multiple Cable Bead**
Multiple Cable Bead gives added strength at the rim while increasing lateral flexibility.
- 4. Increased Flex Areas**
Increased length of Flex Area on sidewall provides greater ease of flexing.
- 5. Streamlined Tread**
The fine width of the streamline tread eliminates the uneven wear of the old tread and allows greater air lock.
- 6. Greater Road Contact**
Results in better and more lasting road contact and safety in any road.
- 7. The Air-Flight Balance**
The newly perfected balance between air and resistance achieves the most evenness of air-balancing and riding.

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BRITISH CARS. Reception to Australian Representative.

Practically all the members of the West Australian branch of the Australian Association of British Manufacturers (motor section) attended a luncheon at the Palace Hotel, Perth, to welcome the return from abroad of the vice-president of the Association (Mr. A. E. Plant).

Replying to the toast of the chairman (Mr. E. A. George), Mr. Plant described the work of the British motor manufacturers. A few years ago, he said, they were diffident about pushing the sales of British cars in the Dominions, but now that foreign markets were being gradually closed owing to high tariffs they were becoming keenly interested in the overseas Empire markets. British manufacturers were concentrating on the scientific aspect of the industry. There were no hit-or-miss methods, nothing was put into operation until it had been thoroughly investigated by the research department. New models were rigorously tested for many months before they were placed on the market. Instead of keeping their new models for the annual motor show at Olympia, the manufacturers were holding early exhibitions of their new products at the factory, an innovation of great value to the agents. At one factory exhibition, attended by about 700 agents, he saw the chassis of a 1931 model.

Motor car factories in New York and Detroit were visited by Mr. Plant. He said that he considered that British manufacturers had nothing to learn from Bales, Mr. H. N. Sharnley (Joseph Lucas, Aust. Pty. Ltd.), Mr. G. David (Metropolitan Omnibus Company) Mr. G. Jenkins (Levyand Motors), and Mr. Ian Stewart (secretary of the motor section of the A.A.B.M. and factory representative of Leyland Motors). Among those present at the luncheon were:—Mr. E. A. George (All-British Cars, Ltd.), Mr. F. Cots, Mr. F. Anderson (Coventry Motors, Ltd.), Mr. J. A. Dimmitt, Mr. F. Davies, Mr. E. Fennell (Mortlock Bros., Ltd.), Mr. J. Wille (C. C. Wakefield, Ltd.), Mr. R. Allingham (Shell Oil Company), Mr. H. Whittaker (Winterbottom Motor Co., Ltd.), the president of the motor section of the A.A.B.M. (Mr. J. R. W. Gardam), Mr. R. C. Reid.

FOR AUSTRALIA. Some Points for British Manufacturers.

Says a writer in a Home paper: I recently received a letter from a friend in Australia who tells me that the increases in registration fees and in the cost of oil and petrol are all to the benefit of British car sales out there. Petrol prices range from 2s. to 2s. 3d. a gallon, oil is 8s. 6d., and the petrol carries a 7½d. per gallon tax. My friend tells that British radiators appear to give some trouble over there, due either to the mounting or the design; he also thinks the cooling area is on the small side for 160 degrees in the sun. He suggests that the possible cause of radiator leaks is the springs, which he considers should be one leaf stronger for Australia than for Britain. It appears that extra leaves are fitted by taxi owners and many private motorists, and consist of a leaf curved at each end around, but clear of, the shackles and fitted next to the shackled leaf.

Another point he mentions for the benefit of British manufacturers is that petrol filler-caps are generally too small for the petrol pump pipe nozzles which are made for American cars. The result of this is that the garage attendant tries to force the nozzle into the tank and strains the neck. An opening of about two and a half inches, one which does not provide any leverage for the nozzle, would be a benefit.

During the past two or three years nearly all the new cars have been equipped with big-diameter hubs. So completely has the big-hub idea come into vogue that cars with small hubs look old-fashioned, just as cars with small-section high-pressure tyres now look curious in these days of semi-balloon tyres. No doubt this accounts for the number of cars one sees fitted with Acc aluminium discs.

Excepting on high-class sports cars, makers seem to be fitting small speedometers. One regrets this tendency as, even if the instrument board is neat with tiny dials, it is most desirable that the speedometer reading, as well as the mileage figure, should be readily discernible without more than a glance at the instrument. Lt.-Com-mander Glen Kidson, no doubt as an outcome of his racing experience, has a huge speedometer and "rev" counter on his Speed Six Bentley.

SILENCE QUEST. Novel Marine Muffler.

Silence, or more correctly, quiet running, is a problem which designers of every type of internal combustion motor have had to attack. Increased efficiency of operation always seems to have been accompanied by more noise, the sound of the exhaust becoming particularly pronounced and irritating to the general public. It was a problem which caused much debate in the early days of cars, and it was during that period that Mr. S. F. Edge made his famous declaration that silence in cars was really continuous noise, a fact which still seems to hold good when one hears cars ascending a long grade on a country road, or passing through an enclosure such as a railway bridge or a stone cutting when everything else is quiet. It is remarkable how much noise some of the quietest cars make under these circumstances.

Motor cycles also have been execrated far and wide for their noise, but the latest models, it is claimed in Britain, will be famous for their quietness. The motor cycle has been at a great disadvantage in this way, as its engine and operating parts are practically uncovered, such sound absorbent factors as the water jacket of cars, body and engine bonnet being absent. The engines also are extraordinarily efficient, but in the majority of cases are single, or at the most twin-cylinders; and this tends towards a more broken exhaust sound.

During the past two or three years residents of the foreshores of the harbour have voiced complaints of the noise made by motor boats, directing attention especially to outboard motors, which, like the engines of motor cycles, have become efficient and powerful. Exhaust muffled with marine engines presents its own problems, although the water offers a convenient medium for cooling the exhaust gas before its final discharge into the air. With a view to eliminating the noise

TARRED ROADS.

At the French Automobile Club in Paris, Dr. Guglielminetti, of Monaco, was recently awarded a medal in celebration of the 15th anniversary of the invention of tarred roads, with which he is credited. In the accounts of the ceremony, reference was made to the scepticism with which his attempts were received, and his persistence in securing the adoption of this reform. It does not appear to have been remarked that a full account of the method and practice of tarring roads appears in the "Encyclopaedia Britannica" of 1902—three years earlier than the date celebrated.

SPARE BULBS.

It is just as important to carry a kit of spare bulbs for headlights and tail lights as it is to have the car equipped with spare tyres. "One-eyed" cars are dangerous on the highway. Occasionally a lamp falls when it is urgently needed, and a new one cannot be conveniently purchased. The kit of spare bulbs then saves the day.

caused by the exhausts of motor boats and stationary internal combustion engines a London engineer has produced a novel type of muffler, which is claimed to be very effective. Cooling water from the engine is passed through a number of slots into the expansion chamber, inducing a swirling action which causes the gas to absorb the water in the form of "rain." This forms a sound-deadening medium, while back pressure is eliminated, and the gas is reduced in bulk to about one-third the volume it occupies before cooling. One of these silencers was tested on a Thames tug with a 25 h.p. engine. It was found by a representative of the Motor Boat, who tested it, to be so effective that even by leaning over the side of the boat and listening within a few feet of the exhaust outlet it was impossible to detect any noise beyond the burble of the exhaust and the rhythmic beat of the engine.

30s. CAR. Bargain Time in New South Wales.

Sydney, Feb. 7. Yesterday at Parramatta an auctioneer sold a motor car for 30s. It was registered, but uninsured. Another car, slightly better in appearance, was sold for £3. Both buyers drove their cars home.

Three months ago two young men from Burwood purchased a car at a city auction room for £8. They travelled 4,000 miles about the State in a search for work, and then sold the car at Bathurst for £20.

These car bargains can be had almost daily. Scores of cars are advertised for sale at from £10 to £50, but the demand for them is not great. The high prices for petrol, oils and tyres, together with the heavy registration fees deter many buyers.

Eggs in Rolls-Royce. Recently a Rolls-Royce which was bought for £2,500 in 1923 was sold for £60 in a city auction mart. The purchaser was a Kellyville farmer who had just sold his 1927 model Ford for £30. He said he wanted to "swank" it with a really good car. The Rolls now carries his eggs and fruit to the Parramatta markets.

Many motor launch proprietors buy old cars to use the motors for their launches.

Dealers in second-hand car parts are also on the alert for cars at from £1 to £10. Many make a fair living retailing the parts.

Along the bush roads around Parramatta there are dozens of abandoned old cars, veterans of the highways, which no one wants.

ELECTRIC BRAE.

In Scotland, between Dumure and the Maybole cross-road, there is what is known as the "Electric Brae." It is a hill supposed to be

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1931

BSA

Motor Cycles.

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PROVED

POWER
SPEED
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SAFETY
ECONOMY
RELIABILITY

Hire Purchase Arranged.

SINCERE'S

Sole Agents

possessed of magical properties, but it is nothing of the sort, of course, but merely an optical illusion. On a wet day it appears that the water is running uphill. Car owners who have visited the spot have tried releasing the brakes when standing still to discover that the vehicle starts to ascend the hill of its own accord.

There are said to be other Electric Braes in the country, but the Scottish hill is the best known.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4A, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22178.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 83, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4A, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBILE OIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.
TYRES AND ACCESSORIES.
ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56223.
FISK TYRES.—Gilman & Co., Ltd., 4A, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., York Bldgs. Tel. 22235.
MICHELIN TYRES.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4A, Des Voeux Rd. C. Tel. 28011.

THE GENERATOR.

Description and Likely Faults.

Before an audience of 154 people, Mr. Mason (technical adviser of the Royal Automobile Club) Perth, W.A., lectured on the "Generator." Following is a resume of his address.

"We have learned at previous lectures that if a wire is made to cut sharply across a magnetic field of force there will be induced into that wire a current of electricity. The direction of flow of that current being decided by whether the wire cut upward or downward through the field. If we take a generator frame (round pattern) with two pole pieces, it will be noted that the field of force is concentrated in the area between the two pole pieces. In the actual generator, permanent magnets are not employed to provide our pole pieces, but once the iron pole pieces have been magnetised they will return sufficient magnetism to maintain at all times a weak magnetic field. If we place a loop of wire in that magnetic field and cause it to revolve for half a revolution, the result will be that a current of electricity will exist in that circuit, flowing into the wire cutting upward, and out of the wire cutting downward. Let us complete the revolution of the loop of wire and it will be seen that, moving downward reaches that part of its revolution in which it is passing the North pole and cutting upward, the direction of the flow of current will be reversed, so producing an alternating current.

"The function of the generator is to supply the battery with current to make up for the loss occasioned by the use of the various electrical contrivances on our car, and as alternating current is useless for charging a battery, a means must be devised to cause the generator to produce direct current (that is, current flowing continuously in one direction). To this end, a large number of loops of wire are taken round an armature, each end of a loop being soldered to a piece of copper. This piece of copper is called a segment and a number of segments (insulated from each other) go to form the commutator of an armature. We will now rest a stationary carbon brush on either side of our commutator and connect the two carbon brushes through a circuit. As the armature revolves, the flow of current in the loops, the segments of which are in contact with the brushes, will pass through the brush circuit so providing the direct current we require.

Third Brush Regulation.
"Let us imagine that we have before us a generator with a 'third brush regulation.' Taking first the generator, we see that the two wires whose connection to the commutator segment is shown, form part of the main circuit, and as the armature is made to revolve the current induced in that loop of wire will flow through the upper main brush—through the cut-out to the battery, so charging the battery, and returning via the frame of the car to the lower main brush. Slightly to the left of the top main brush is another brush, and if we trace the connections which emanate from that brush we see that windings are taken round the pole pieces and the circuit is completed via the earthing brush. This circuit is called the 'field circuit,' because it governs the strength of the magnetic field of force between the pole pieces. It does so in the following manner.

"All the loops of wire which go to form the armature winding are interconnected, and, as the armature revolves, some current flows through the main circuit, and some through the field circuit. That portion which flows through the field circuit causes the pole pieces to become stronger or weaker magnets according to the amount of current flowing. As the amount of current in the field circuit increases, and the magnets are made stronger, the strength of the field of force becomes greater, and it must follow that as the field strength increases, the amount of current induced into both the main circuit and the field circuit must also increase. Now, if this were permitted to continue indefinitely, our generator would produce sufficient current to melt the solder on the armature segments and burn away the insulation of the windings, so a means is provided to govern the amount of current passed through the field windings. The third brush (or field brush) is movable, and as the amount of current which passes through the field circuit increases as the third brush is brought nearer the main brush, and decreases as it is moved away from the main brush, it is not difficult to understand that the position of the third brush decides the generator output.

The Cut Out.

"As a circuit exists from the generator to the battery, it must be that a circuit exists from the battery through the generator, and if a means were not provided for

breaking this circuit the battery would discharge itself through the generator windings whenever the generator was not producing a higher voltage. A cut out is employed for this purpose. It consists of a core (on which two windings are wound) and two contact points, one of which is stationary, and the other attached to an arm. This arm is pivoted at one end and a spring so connected as to hold the contact points open under normal circumstances. The wire which conducts the current from the generator is connected to one end of both windings, and the other end of the winding which is of a higher resistance, is earthed. When the generator is caused to revolve current flows through this circuit, and when the voltage in the circuit is greater than the battery voltage, the cut-out core becomes sufficiently magnetised to attract the cut-out arm, so closing the points. By the closing of the points another circuit is provided, and as this circuit has a much lower resistance than our first circuit, the majority of the current from the generator will flow through it, so charging the battery. This second circuit can be followed through the heavy winding, through the arm, through the points, through the ammeter and battery, and back via the frame of the car to the generator.

"Now let us imagine that the engine is stopped and of course the generator ceases to generate. If the points remained closed, the battery would discharge itself through the generator, in fact, it does so, but only for a moment. During that moment, the direction of flow of the current is from the battery instead of to the battery, and the reversal of the flow of current momentarily neutralises the core of the cut-out, so permitting the points of the cut-out to be opened by the spring and the circuit is broken.

Faults.

"It was emphasised at our lecture which dealt with the 'Battery of Your Car' that the good driver will glance at his ammeter every few miles. Should he do so and find that the needle is not deflected to the 'charge' side when the engine is running and the lights are off, he is immediately aware that his generator is not charging and knowing that a generator which does not generate rapidly degenerates, he will stop and look for the fault. The diagnosing of automobile troubles requires thought and reasoning. If a person understands the principle and construction of the various parts of a car and one of the hundreds of possible faults develop, he should simply reason it out, ask himself 'what would cause that?' and having arrived at the conclusion, look for the fault. With our generator circuit the likely faults can be put under the following headings:—(1) Broken or faulty field circuit; (2) broken or faulty main circuit, which is made up of (a) generator armature and brushes, (b) cut-out, (c) battery and its terminals, (d) wires which connect the sections. Should the fault manifest by the ammeter indicating a heavy discharge of current, at once disconnect one battery lead and then look for the fault. The cut-out is usually the most accessible part of the generator system, and it is therefore advisable to examine this piece of mechanism first. If a heavy discharge is occurring look if the points are sticking together, possibly the spring is broken. In conclusion, should you on any occasion find that your generator is not charging, and you are not able to find the fault, remove the brushes from their holders, so preventing any further damage. Then take the generator to a good electrician at your first opportunity."

ROLLING ON CORNERS.

One of the most uncomfortable sensations the driver can experience is to feel his car heeling over, or rolling on corners. This can be caused by tyres that are too soft—a trouble which is soon remedied—but neglect of the rear shackle plates will also eventually result in the condition becoming evident. Side-play in the shackles develops, in course of time, and this will allow the frame and body of the car to swing from side to side. The cure, of course, is to tighten up the shackle plates or install new ones if the wear is excessive. It should be always borne in mind that the springs must be directly underneath the frame members, but occasionally the wear is uneven, and it may be necessary to have special shackle plates made of such shape that the springs will be brought into correct position in relation to the chassis when the plates have been tightened. For instance, if the right-hand side of one spring is worn more than the right-hand side of the eye in the frame, it will be necessary to have a shackle plate made with a projection formed at its bottom end to take the piece of the metal worn from the spring. It is sometimes possible to use washers instead of having special plates formed.

FUELLING CARS.

Fremantle Man's Invention.

For a number of years efforts have been made to run car and similar engines on kerosene, and though a degree of success has been achieved, there have always been serious drawbacks. The greatest of these have been excessive carbon deposit, overheating, pre-ignition, valve burning, smoke and fumes, excessive wear, and spark-plug trouble. Also, the idling speed had to be high, and the methods used meant complicated and expensive fitting. Mr. Albert Baudains, of Fremantle, who is connected with a large transport company, claims to have invented an apparatus by which any internal combustion engine may be efficiently run on kerosene and similar fuels, without the deficiencies mentioned. The instruments and system are very simple. The dashboard fittings are attractive and a tyro can soon learn their manipulation and obtain astonishing results. The following points about the invention were supplied by Mr. Baudains:—

"It is well known that the heat generated by an engine is mostly wasted, but this apparatus not only controls, but converts the surplus heat into power. This is accomplished by the apparatus feeding water vapour in conjunction with fuel and air to the engine independent of the carburettor. The amount of water, air and fuel so admitted is governed by the driver, who quickly learns the most suitable adjustments for the various conditions encountered. When travelling at high speeds, or down hill with throttle closed, an engine is very extravagant, but, with the apparatus in use, continuous high speed may be maintained on a small consumption of fuel without risk of overheating or backfiring.

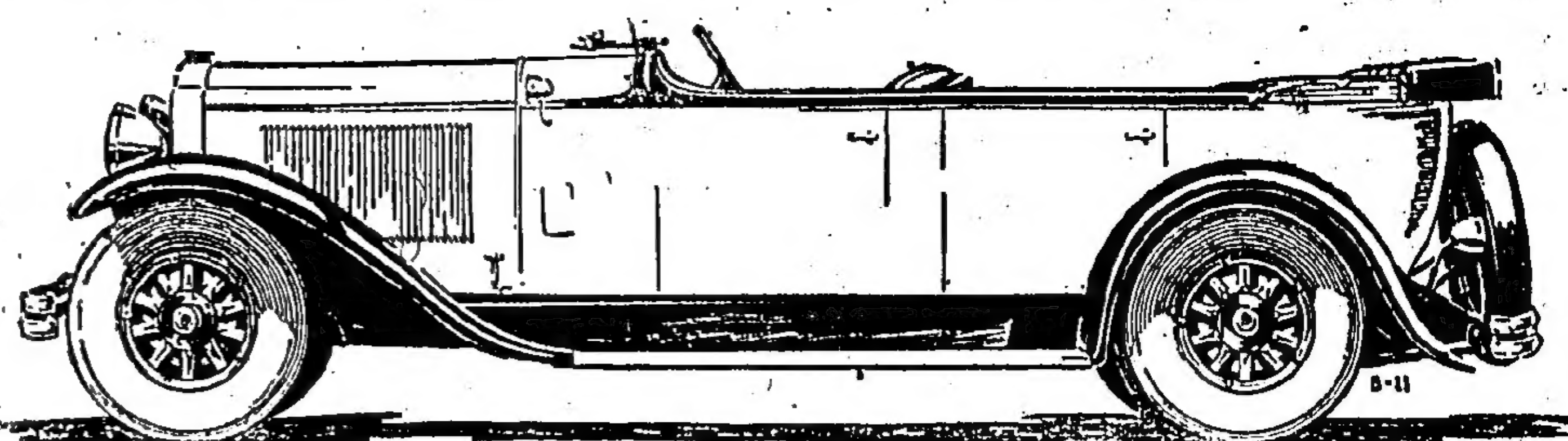
"Economising by giving an engine more air than it requires is very often done and the same effect can be obtained by controlling the fuel supply, which is simple. With the Baudains instrument the gas displaced is replaced by a damp, powerful vapour which eliminates the disadvantages of running on a lean mixture of fuel, whether kerosene or high-grade petrol. On a recent run from Fremantle to Bunbury and return, a six cylinder 22 h.p. Cleveland car with seven passengers on board averaged 35 m.p.h. and 30 m.p.g. Kerosene was used for the whole journey, and five gallons of water were consumed through the instrument. No water was added to the radiator. This was not a pre-arranged test and 3,050 miles had been previously run on kerosene without anything being done to the engine, not even the cleaning of a spark plug, which is evidence of good combustion. A 5-ton high-speed commercial vehicle has just completed a 6,000-mile test with the apparatus. The fuel used was kerosene which gave 12 m.p.g. This vehicle before test was getting 9 m.p.g. on petrol.

"An ingenious part of the system is a carburettor drainer operated from the dash. The fuel tap is turned to off position, a button pulled out, and the carburettor is drained into a small tank. This tank is automatically drained by vacuum. This operation is necessary when the engine has been allowed to cool with kerosene in the carburettor. After the carburettor has been drained, the petrol is turned on, a button pushed in, and the engine is ready to start in the usual way. The drainer also serves as a very efficient air brake, making it possible to run down hill with the engine in gear, ignition switched off and throttle used as air-brake control. Running this way an engine consumes no fuel, and there is no danger of blowing the muffler to pieces, as nothing but cold air is going through the engine.

"An advantage of the installation is that it in no way affects the existing engine layout, and the three appliances can be supplied and used separately or in conjunction."

BOGS AND DITCHES.

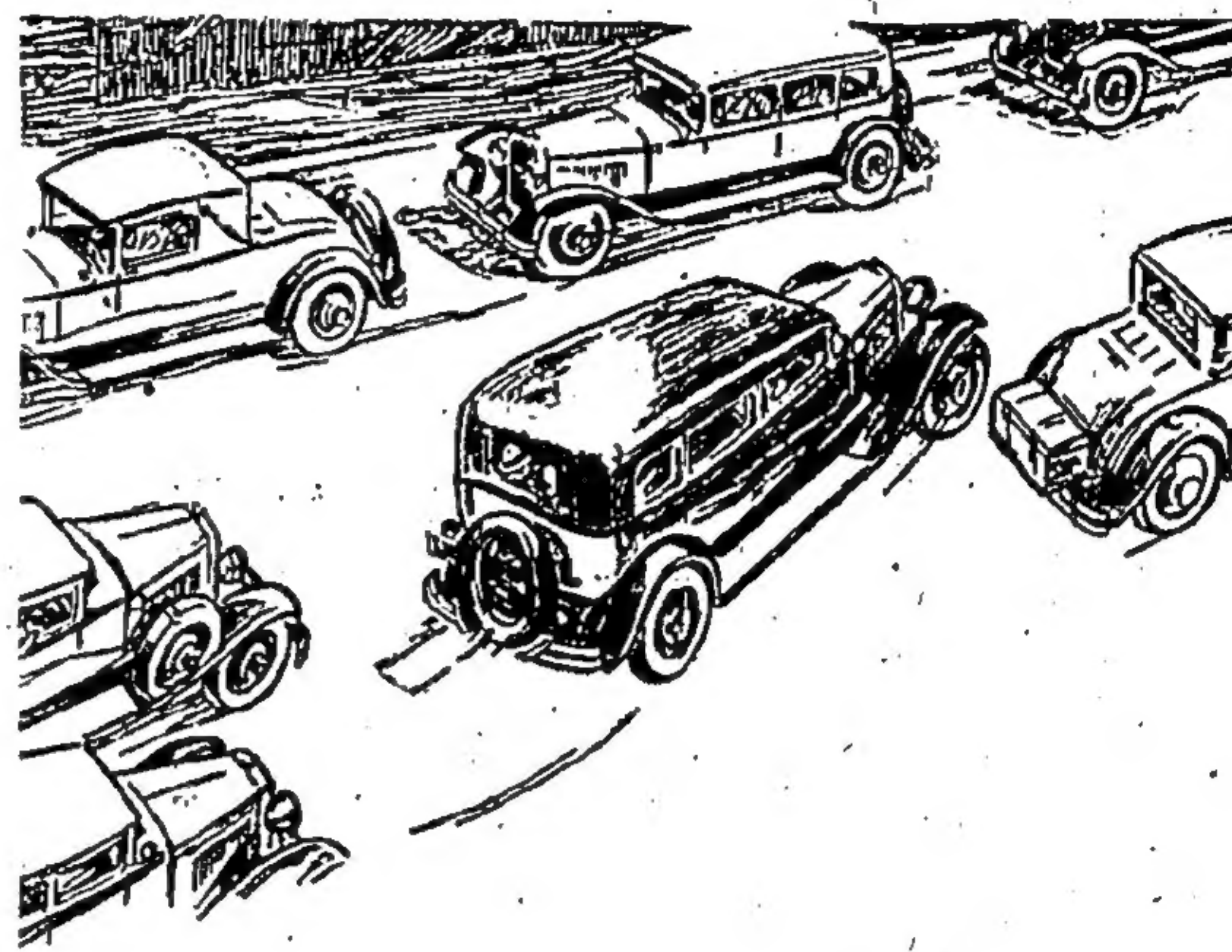
Should it become necessary to pull another car out of a ditch there are several points to bear in mind if the process is to be accomplished with a minimum of effort and strain on the cars themselves. Since most drivers get off the road in a reverse position, slipping into the ditch is possible to pull a car out in the forward direction. The car doing the towing, however, should move in a rearward direction so as to drive in reverse and thus develop more pulling power. This simplifies the business of attaching the towline, since the cars face each other. It is just a matter of affixing the ends of the line, chain or rope to the front axles. It is best to attach the line to an axle at a point near one of the springs since the line probably will slide over its own accord if an attempt is made to attach it at the centre.



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have bought Buicks with utmost confidence for twenty-five years!

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Buick's Prestige

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ENGINES ON TEST.

Still Higher Compression Developed.

This information comes from a famous American authority.

A certain large manufacturer who has been prominent in the development of the high-compression type of engine, has turned out a number of engines having more than the normal compression.

They will have compression of 120 pounds per square inch absolute. This is, of course, far beyond the 85 or 90-pound compression engine that we are prone to call the high-compression type to-day.

These engines have been turned over to what is probably the most important producer of anti-knock compounds in U.S.A. for test with various fuels in different parts of the country.

One engineer, who professes to have ridden in one of the cars, is quoted as saying that the performance is beyond anything that he has ever experienced, regardless of the type of engine.

Naturally it would be, as the efficiency of the engine goes up tremendously with the compression, provided, of course, it is possible to find a fuel that can be burned in the motor without detonating and causing the all too familiar knock.

This engine cannot be operated at all on the plain undoped fuel. It would either stop after a few explosions, or it would hammer itself to pieces.

On the other hand, it is claimed that it can be operated at least with some of the doped fuel, now available at the majority of gas stations.

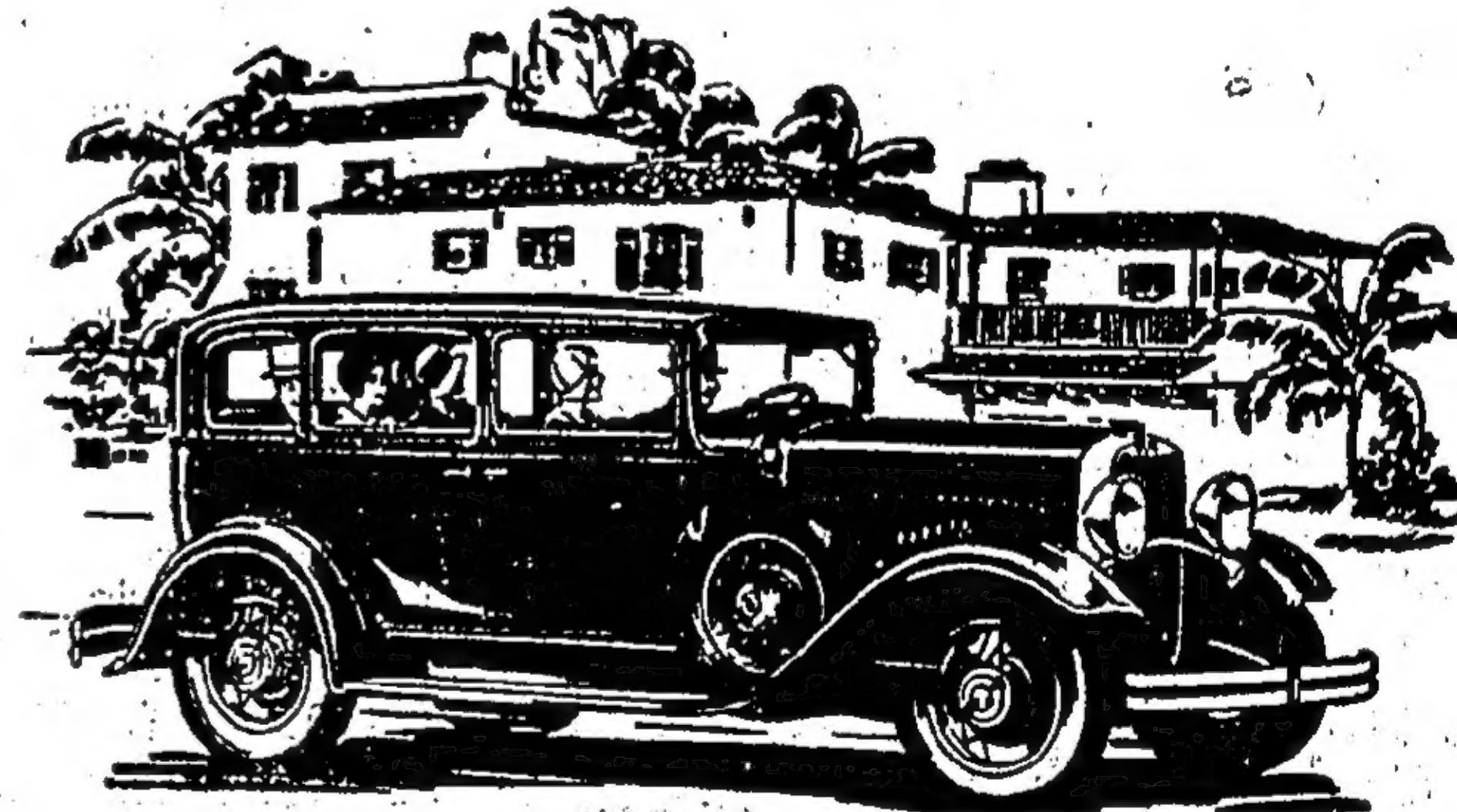
This leads to the conclusion that it will not be long before certain makers put out these super-compression cars at least as optional.

They will be high-strung jobs, capable of very high speed and quick get-away. The chances are the motors will be rougher than the ordinary motor, because of the greater intensity of their explosions, and it is also stated that they must be equipped with a carbon-removing system that feeds carbon remover into the cylinder at frequent intervals.

A TUBE REPAIR HINT.

A most important point in making puncture repairs with cemented patches is to use plenty of pressure on the patch while the cement is setting. A short piece of board carried in the tool kit will permit the use of the jack to clamp the tube and patch against the under side of the running board. If the car is fitted with running boards made of corrugated metal, it will, of course, be necessary to use two boards, placing the second board between the underside of the running board and the tube surface.

A DEPENDABLE EIGHT luxurious and economical



Owners of the Dodge Eight-in-Line find it a truly economical motor car... It has the dependability so typical of all Dodge cars. It requires little in attention or maintenance; delivers its smooth, vigorous power with surprisingly low fuel and oil consumption... The safe, silent Mono-Piece Steel

Bodies are squeakproof, rattle-proof, exceptionally roomy and comfortable. The internal hydraulic brakes need no lubrication or equalising adjustments... In economy as well as in power and masterful performance, the Dodge Eight-in-Line is a sound choice for those who ask much of a motor car.

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POLISHING
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Thursday, March 12, 1931.
First Moon, 24th Day.

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1845

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HONG KONG, THURSDAY, MARCH 12, 1931.

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TORIES ACCUSE MR. LORD STAMFORDHAM BALDWIN.

Leader's Decision Much
Condemned.

"POLITICAL TREACHERY."

London, Yesterday.
The bald phraseology of the Conservative India Committee's resolution announcing Mr. Baldwin's Round Table decision is loudly condemned. Even the staunch Morning Post acknowledges that it has given rise to much inevitable misunderstanding.

The facts appear to be that on the conclusion of the London Conference the Government proposed that a small committee, accompanied by experts, should go to India on a sort of a mission of enquiry as preliminary to another conference or alternative method.

Later the Government substituted therefor a proposal for another full fledged conference in India without preliminaries. The Conservatives forthwith disapproved.

The Times emphasises that the Conservative policy on India is co-operation with other parties. This has long been accepted as the national policy, and it points out that the important words in the Conservative resolution are "in India."

Bombay, Yesterday.
"Political treachery" is the typical Nationalist newspaper comment on the Baldwin incident.

Control of Finance.

Allahabad, Yesterday.
The Congress president, Mr. Jawaharlal Nehru, in a speech here forecast that if the forthcoming Karachi congress decided to participate in the Round Table meeting it would only do so on condition that Indians have complete independence of control in finance, otherwise the fight would be vigorously renewed.—Reuter.

DICTATOR KING.

CAROL BEGINS TO ASSERT
HIMSELF.

BANK GOVERNOR DISMISSED.

Bucharest, Yesterday.
King Carol is asserting himself in the Government of Roumania. He has just summarily dismissed M. Burillianu from the post of Governor of the National Bank of Roumania because he tried to torpedo the negotiations with the Bank of France for the flotation of part of a new loan of \$52,000,000 in France.
A loan contract was subsequently signed for a loan to be issued at par at seven and a half per cent. in a number of European capitals and New York.—Reuter.

ATLANTIC RIVALRY.

U.S. POSTPONES PLAN TO BUILD
SUPER LINERS.

CHALLENGE TO BRITAIN.

New York, Yesterday.
The construction of two super liners by the United States Lines, designed to challenge British and German North Atlantic supremacy, is stated to have been postponed indefinitely, until Congress sanctions a substantial increase in the express ocean mail rates.—Reuter's American Service.

OPERATION ON KING'S PRIVATE SECRETARY.

Rugby, Yesterday.
Lord Stamfordham, Private Secretary to the King, underwent



an operation to-day which was successful, and his condition is stated to be satisfactory.—British Wireless Service.

RUBBER FIRE.

OVER 2,000 TONS DESTROYED
IN LONDON.

London, Yesterday.
It is unofficially estimated that out of 3,000 tons of rubber in warehouses at Butler's Wharf, which

CHINA'S DEFAULT TO BONDHOLDERS.

Obligations to Britons
Not Yet Met.

INTERNAL LOANS ISSUED.

London, Yesterday.

In the House of Commons to-day, replying to Brigadier-General H. Brown (Conservative, Newbury), Mr. Arthur Henderson, the Foreign Secretary, stated that no further conference had been held since November between His Majesty's Minister in China, Sir Miles Lampson, and the Chinese Government in regard to the latter's default in its obligations to British bondholders of Chinese bonds, although there had been a good deal of correspondence with the Government of China. Sir Miles Lampson had been collecting information in regard to the British claims.

Mr. Henderson referred to previous replies which he had made on the question, and asked that notice be given of a question by Mr. A. M. Samuel averring that the Chinese Government was issuing internal loans which were standing in front of the loans which were in default.—Reuter.

caught fire at the week-end, 1,500 to 2,000 tons has been destroyed or damaged by water, of which at least 500 tons has been totally destroyed.
Official figures are not yet available.—Reuter.

AMUSEMENTS

AT THE **QUEEN'S** TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

Whimsical Will Rogers

You will laugh with
the one and only Will



SO THIS IS LONDON

Directed by
John
Blystone

Supporting this
remarkable actor
personality are
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Frank Albertson
Maureen O'Sullivan
Lumsden Hare
Bramwell Fletcher

FOX NEWSREEL
THE
KENTUCKY
JUBILEE
SINGERS
AT
A BALL GAME

NEXT CHANGE



Presented by WILLIAM FOX

JANET GAYNOR

Singing with
CHARLES FARRELL

both loving as they never loved before

DAVID BUTLER
directed and did as well a job as
with that super success, "Sunny Side Up"

Gaynor and Farrell
sing five songs in
this Fox Movietone
musical romance..

WALLACE
BEERY RAYMOND
HATTON

FIREMEN SAVE MY CHILD

AT THE **STAR** TO-DAY & TO-MORROW
AT 5.30 & 9.20.

CENTRAL THEATRE

SHOWING TO-DAY.
At 2.30, 5.10, 7.15 & 9.20 p.m.

THE GRAND ARMADA OF JOY
STEAMS INTO PORT.



MUSIC, COLOUR, COMEDY

—also—
"Karnival Kid," an R.K.O. cartoon comedy

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CLIVE BROOK
"Slightly Scarlet"
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MAJESTIC THEATRE

TO-DAY TO SATURDAY

WHOSE BRIDE IS WHICH?
WHICH BABY IS WHOSE?
A MERRY MIX-UP OF BRIDES
AND BABIES IN A MADCAP
COMEDY OF MODERN LIFE
WHICH BUBBLES AND
SPARKLES WITH THE
CHAMPAGNE OF LAUGHTER.

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DOUGLAS FAIRBANKS, Jr.,
& ANITA PAGE.

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